The Bombay Gazette.

No. 7,256.—New Series. BOMBAY :—TUESDAY, JUNE 15, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52	0
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LONG ADVERTISEMENTS.

First insertion	8	As. per line.
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Burmah," 1,025 Tons, 200 H. P., Commander C. D. D. Hutcheson, will be despatched on Tuesday, the 22nd June at noon.

	June.		July.
Leave Bombay	22	Leave Madras	5
„ *Carwar	24	„ Coconada	7
„ Narrakal	26	„ Vizagapatam	8
„ Tuticorin	28	„ Bimlipatam	9
„ Colombo	29	„ Gopalpore	10
„ Galle	30	„ False Point	10
	July.	Arrives Calcutta	11
„ Negapatam	2		

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut, and Cochin; but passengers for these ports and the Neilgherries may be landed at Narrakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.	June.	Down.	July.
Leave Bombay	26	Leave Bussorah	16
„ Kurrachee	30	„ Fao	20
	July.	„ Bushire	20
„ Guadur	1	„ Linga	22
„ Muscat	4	„ Bunder Abbas	24
„ Bunder Abbas	6	„ Muscat	26
„ Linga	7	„ Guadur	28
„ Bushire	10	„ Kurrachee	31
„ Fao	11		August.
Arrive Bussorah	12	Arrive Bombay	3

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

The steam-ship "Martaban," 515 tons, 110 H. P., Commander W. A. Hibbert, will be despatched on Saturday, the 19th June, at 4 P. M.

W. NICOL & Co., Agents.

NOTICE.—Consignees of cargo per ship "Medea," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the consigned.

W. NICOL & Co., Agents of ship "Medea."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "British Admiral," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "British Admiral."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "Dunelm," arrived from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "Dunelm."

Bombay, 7th June, 1869.

NOTICE.—Consignees of cargo per ship "City of Shanghai," arrived from Glasgow, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned. Sample parcels will be delivered on application to Captain Crockett on board.

W. NICOL & Co.,
Agents of ship "City of Shanghai."

Bombay, 4th June, 1869.

NOTICE.—Consignees of cargo per ship "Night Hawk," arrived from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "Night Hawk."

Bombay, 8th June, 1869.

NOTICE.—The Consignees of the following goods, saved from the wrecked ship Bucentaur, are hereby informed that they can receive delivery of the same at the Harbour Master's pilot shed, Colaba, on payment of the expenses incurred; and should those goods not be claimed within two days from this date they will be disposed of by Public Auction on account of whom it may concern :—

P B in cross, 4 bales.
K in diamond, 3 bales.
R G in diamond and M above, 1 bale.
W top and G below, 2 bales.
N S D in heart, 2 packages.
B in diamond F and C at side, 475/394, 1 parcel.

STENHOUSE & Co.,
Agents for Captain John Webster.

Bombay, 12th June, 1869.

REDUCED FARES OVERLAND. During the Monsoon months the rate of passage-money to Suez by the Bombay and Bengal Steam Ship Company is reduced to £40 first class.

The cost of passage to Marseilles is thus £52, or for a party of four persons £50 each.

These rates are exclusive of Railway transit in Egypt, the cost of which by local train is £1-15-3.

Bombay, 16th June, 1869. STEARNS, HOBART & Co.

NOTICES.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness, and convenience by those of any other makers or dealers in England or India. References can be given to numerous purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are filled and furnished with the most minute attention by D. S. K. & Co.

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K. & Co. would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if suited to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE.—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, remarkably beneficial in all cases of muscular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT

AND ONLY BY

D. S. KEMP & Co.,

PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle

INFALLIBLE REMEDY

FOR

INDIAN RINGWORM OR DHADUR.

(See "Times of India," 9th September 1868.)

GOA POWDER.

MENTIONED IN THE NEW INDIAN PHARMACOPŒA,

(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

a Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acido Salicrudici)	12 as. „

A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

SHIPPING.

OVERLAND ROUTE VIA TRIESTE.

(In direct communication with the P. & O. Co.'s Steamers to Suez.)

THE Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste weekly, immediately after the arrival of the Bombay and Calcutta Mails and Passengers from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company employ on this line their best steamers, built expressly for this service, and with special reference to the accommodation and comfort of passengers, with an experienced Surgeon on board each vessel. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from 3 days 6 hours to 5 days to London, at an expense varying from £7 to £13.

The Railway between Trieste, Calais and Ostend is complete throughout.

The Custom House and Pass-port systems have been considerably modified and need not cause any apprehension of being vexatious or troublesome.

British subjects proceeding from India to Europe, who are not provided with Foreign-office Passports, can obtain Passports at the Government Secretariates at Calcutta, Bombay, and Madras, or at the British Consulate at Alexandria. Visa to Austria and Germany are granted by Mr. Consul Gumpert.

Passengers by the P. and O. Company's Steamers to Suez can have their baggage forwarded by that Company's Steamers to Southampton at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents are prepared to grant Passage Tickets for the Steamers plying between Alexandria and Trieste and for the Railway between Suez and Alexandria.

Rates of Passage Money, including a liberal table and stewards' fees, from Alexandria to Trieste, first class £13, second class £9; children under 10 years at half fare; under 2 years free. Reduced fares for Families, consisting of no less than three adult members travelling together; first class £12 7s. 3d. per head; second class £8 5s. per head. Railway Tickets, from Suez to Alexandria, with all the privileges of passengers by the P. & O. Co., first class £4 10s.; second class £2 5s.; children over 3 and under 10 years at half fare. Under arrangements made with the Bombay and Bengal Steam Ship Company (Messrs. Stearns, Hobart & Co., Managers), Passengers from Bombay can book through to Trieste at the following rates :—

First Class ...£62,	10...	Inclusive of railway transit through Egypt, but exclusive of hotel expenses in Egypt, and of wines on board the steamers.
Second Class £36,	5...	

For further particulars apply to A. C. GUMPERT & Co.
Agents for the Austrian Lloyd.

Bombay, 30, Medows Street.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

RATES OF FARE.

To Suez—1st class £40, 2nd class £25.
To Trieste—1st class £57 10s., 2nd class £36 5s. } Exclusive of Wines.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship Neera, 2,200 tons, Captain Hanscom, will be despatched on Wednesday, the 23rd June.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

½	Dozen Silk and Wool Shirts.	1	Rug with Straps,
½	Under Vests,	1	Maud.
2	„ Linen Collars,	1	Inverness Cape.
1	Fine Cotton Socks.	1	Hand Portmanteau.
1	Fine Merino Socks.	2	Overland Trunks.
½	„ Fine Merino Drawers.	1	Clothes Bag.
½	Colored Handkerchiefs.	1	Travelling Hat,
1	„ White Cambric.	1	Courier Bag.
1	Overland Suit.	1	Easy Chair.
2	Sleeping Suits.	1	Umbrella.
2	Pairs of Kid Gloves.	1	Pair of Brushes.
6	Scarfs and Ties.		Ladies' Overland Trunks.

Return Fares.—First class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

BOMBAY GAZETTE—OVERLAND SUMMARY.

The "Bombay Gazette" Overland Summary is now Ready.

It contains, in addition to all the News of the Week, a specially written Market and Freight Report, and a well-digested Summary of Events.

	Rs.	as.
Annual Subscription	12	0
Single Copy	0	4

"Bombay Gazette" Office, Meadow Street, Fort.

NOTICE to BANKERS, MERCHANTS, and OTHERS.—Bills of Lading for 42 Bales Cotton, marked H K N O C, shipped by Hassum Khan, per ship Sapphire, for Liverpool, having been delivered by the Agents of the vessel to some person by mistake, all persons are hereby cautioned against dealing with them in any way. The person having these Bills of Lading in his possession will be rewarded on returning them to Messrs. H. B. Touche & Co., Apollo Street, Fort.

HASSUM KHAN.

Bombay, 14th June, 1869.

WANTED, by the Poona Municipality, a Surveyor, on pay from Rs. 150 to Rs. 200 per month, according to qualifications.

Applications, accompanied by attested copies of testimonials to be made to the undersigned.

C. W. BELL, Chairman P. M. M. C.

WANTED, a six oared Gig, complete. Also a strong serviceable Jolly Boat, about 16 feet in length. Apply at the Government Reclamation Works, Moody Bay.

J. HART, C. E.,
Acting Executive Engineer for Reclamations.
Office of the Engineer for Reclamations, Bombay,
14th June, 1869.

OVERLAND ROUTE VIA TRIESTE.

REDUCTION OF FARES.

THE rates of Passage-money from Alexandria to Trieste and VICE VERSA, by the Austrian Lloyd's Steamers are reduced to £13 for First Class and £9 for Second Class, and include a liberal table and Steward's fees.

A. C. GUMPERT & Co.,
Agents for the Austrian Lloyd.

Bombay, 30 Medow Street, 15th June, 1869.

THE BOMBAY and TROMBAY COMPANY, Limited, (in Liquidation).—Notice is hereby given, that in pursuance of section 158 of the Indian Companies Act X of 1866, a General Meeting of the Shareholders of the above Company will be held at the office of the above Company, No. 8 Church Lane, Fort, on Saturday, the 17th proximo, at 2 P.M., for the purpose of considering and adopting the final report and account of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of.

PESTONJEE DADABHOY WADIA, Liquidator.

Bombay, 14th June, 1869.

SALE of LANDED PROPERTY at NULL BAZAR.—On Wednesday, the 23rd June, at 4 P.M., Messrs. Heeralall & Co. will sell by public auction, on the premises, by virtue of the power of sale contained in an Indenture of Mortgage bearing date the 22nd November 1866, by order of the mortgagee, on account and risk of the mortgagor, Panboo, widow of the late Tanoo Syrang, all that piece or parcel of Government land or ground, with the messuage, tenement, or dwelling-house, erected and built thereon, situate at Goolam Moidin Soobedar Street, opposite the grass market at Null Bazar, registered in the books of the Collector of Land Revenue under No. 2,880, assessed at Rs. 83, and containing by admeasurement 164 square yards or thereabouts, and bounded as follows :—that is to say, on or towards the east by the sweepers' passage, on or towards the west by the said Goolam Moidin Soobedar Street, on or towards the north by passage and the property of Moidin Khan bin Mahomedally Khan, on or towards the south by a passage and the house of Cumrooden Pathan.

For further particulars apply at the office of the undersigned, No. 9 Hummum Street, Fort.

HEERALALL & Co.

FRAUD.

On the 27th June, 1866, Motewallah, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS

of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT.

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES,

bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Scaldah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The Genuine Manufactures of Messrs. Crosse & Black well may be had from every respectable Dealer in India.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium and large.

WILKINSON'S BRONCHIO-THORACIC LOZENGES.

Prepared from the receipt of an eminent Physician, and experience has fully justified the recommendation as the most speedy remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public speakers and vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

WHITMORE'S STOMACHIC DINNER PILLS.

No Pill is so efficacious in promoting Digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c. arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium and large. The most delicate can take them with safety.

They require no change of diet, and those of the greatest constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla it is with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

BOMBAY :—

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla and Fort, Poona.

And of all principal Firms in India and the Colonies.

WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

Amontillado, a choice after-dinner Wine—Dry.

Braunberger, a fragrant dessert Wine.

Clarets, of the best growths to ordinary, in Quarts and Pints, See List.

Chambertin, the elite of Burgundies.

Curacoa, white or orange, in Quarts and Pints.

Chablis, the Wine to be served with Fish.

Cherry Brandy, after-dinner Liqueur.

Dry and Very Dry Champagne, in Magnums, Quarts, and Pints, three qualities.

East India Madeira, of magnificent character.

Fine Sparkling Nonpareil and other Hocks, specially prepared for India.

Gin, best London distilled, dry and soft.

Geneva, best Dutch.

Hochheimer, a light refreshing Wine in hot weather.

Invalids' Port, really and truly splendid Wine.

Johannisberger, a recherché Cabinet Wine

Liebfraumilch, another style of Cabinet after-dinner Wine.

Moselle Nonpareil and Muscatel, the finest, sparkling, brilliant condition.

Marsala, pale Virgin, good dinner Wine.

Macon, cheap dinner Burgundy.

Nuits, a dinner Burgundy, good quality.

Orange Bitters, pure, recommended for use before dinner.

Ports of various qualities, in Quarts or Pints.

Rum, the best of old landed Jamaicas.

Rudesheimer, full bodied dinner Hock.

Sauterne, delicate and fine flavoured.

Traminer Forster, a very choice dessert Hock.

Very old and choice pale Cognacs to medium quality.

Whisky, Scotch and Irish, old, soft, and mellow.

Xeres or Sherry Wines, in six styles, dry and pale, gold, &c.

Yquem Sauterne, shipped to order.

Zara, Maraschino di, a choice Italian Liqueur.

Unexceptionally good Terms to Traders. Quotations given at Dean Lane, Bombay.

NOTICE.

Our heart-shaped Labels and distinctive Coloured Seals, originated and used by us since 1815, are now extensively imitated in India. We beg our friends and the public will ask for our Trade-mark Label and Brand when ordering Wines and Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozen, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozen of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

We take Shipping Orders for Wines in Wood :

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS and other Spirits, according to age, at per Gallon

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
DEAN LANE, BOMBAY.
Established in Bombay in the year 1842;
and in Bordeaux and London 1815.

LONDON HOUSES { Wholesale and for Export only—Tower Bonded Vaults, Mark Lane. Retail—Charing Cross Railway Arches, Villiers Street, Strand.

BORDEAUX HOUSE { Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

CHATEAU PALMER.—The undersigned have now received their first supply of this excellent Claret which defies competition by their Trade Mark.

Chateau Palmer is a highly esteemed Bordeaux in Europe. Price Rs. 22 per dozen. CUTLER, PALMER, & Co.

FOR SALE, at the Godowns of the undersigned, the following just arrived :—

G d Tom, Swaine Boorde & Co.
Fort Wine, Wm. Maxwell & Co., Liverpool.
Porter, Tennent's XXX.
Champagne, fine.
Sherries, do. and medium.

A. J. KINLOCH & Co.,
No. 1 Military Square.

FOR SALE, by the undersigned, J. Cockburn's and Campbell's (Edinburgh) well known Wines.

Fine Pale Sherry	Quarts. Rs. 27 per doz.	
Fine Very Pale	„ „ 27	„
Fine Pale	„ „ 29	„
Superior Port	„ „ 27	„
Do. do.	Pints. „ 14	„
Brandy	„ 32	

EWART, LATHAM, & Co.

12th May 1869.

FOR SALE, at the Godowns of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 3-8 per dozen. Bottled by J. W. Bridges and Son.
Bass' Pale Ale, Quarts at Rupees 5-8 and Pints at Rupees 3-8 per dozen

Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-12 and Pints at Rupees 3-8 per dozen.

Also small quantities of fine Pale Sherry, at Rupees 24 per doz. Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, ex "Courrier de Bombay," from Bordeaux—Messrs. Finke & Co.'s famous Wines.

Claret.—Medoc St. Julienne	each case 4 doz.	Rs.	10	per doz.
Do. Pauillac	„ „	„	12	„
1864 Monton d'Armaillacq	„ „	„	15	„
1864 Chateau Larose	„ „	„	20	„
1864 Chateau Lafite	„ „	„	25	„
Brandy.—Robin & Co.'s 3 years old	„ „	„	22	„
Do. 10 „	„ „	„	30	„
Finke & Co.'s fine Champagne Cognac	„ „	„	20	„
Sherry.—Gibb & Druce's green seal	„ „	„	18	„
Do. red „	„ „	„	22	„
Do. Amontillado	„ „	„	30	„

Also, a few cases of fresh Salmon in excellent condition each case 1 lb. tins Rs. 9 per dozen.

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON,
SOUTHWARK STREET, LONDON, S. E.

The Agents for the above firm have the pleasure to announce the arrival ex "Gaulois" and "Courier de Bombay" of first shipments of Charles Tovey's Champagnes quoted as follows :—

		Rs.
Ay		36
Extra dry Sillery Royal		36
Royal Bouzy		40
Verzenay Imperial		50

CHAMPAGNE IN HALF PINTS.

Ay, per case of 4 dozens		31
Royal Bouzy do. (very dry)		50

Attention is requested to the following.

Clarets.—C. T.'s Médoc ordinaire		15
St. Estephe (2. B.)		20
Charles Tovey's $ 1		40
Sauterne		25
Burgundies.—Beaune		30
Chablis		30
Pouilly Blanc		25
Sparkling Mosellle.—Muscat Moselle		96
Sherries.—Pale dry Amer		24
Choice Amontillado		28
Choicest Solera		40
Cognac Brandy.—Charles Tovey's $ 1		32

Pints of most of the above at Rs. 2 per 2 dozen Case extra.

OWEN and OKELL, Bombay,
Agents for Charles Tovey and Son.

Agents for Bengal—Messrs. Turner, Morrison, and Co., Calcutta.

MORSON'S
PEPSINE WINE

Is prepared by a process founded on the observation of Dr. Ellis and other eminent medical authorities; and thus prepared it is agreeable, and retains all the active properties of Pepsine.

Its administration is attended with certain and great benefit in all cases of disordered digestion, to which so many other ailments are attributable.

	Cash. Rs.	Credit. Rs.	as.
Single Bottles	Each 2	0	2 4
Double „	„ 3	8	4 0
Quadruple „	„ 7	0	8 0

MORSON'S
PEPSINE LOZENGES.

Each Lozenge contains a dose of Pepsine, and will be found a very convenient and agreeable mode of taking this remedy, as it may be carried in the pocket, and taken when dining out, or at any other time, without observation.

Single Bottles	Each	2	0 2 4
Double „	„	3	8 4 0

AGENTS—

TREACHER & Co. (Limited).

RACKET KIT,
BY BLUCK, WILSON, AND JEFFRIES.

Treacher and Company, Limited, are the sole Agents for Bluck's superior and well known Racket Bat.

	Cash. Rs.	a.	Credit. Rs.	a.
A complete Racket Kit, consisting of Bat, Ball, and shoes, in mahogany case, with lock	35	0	40	0
Racket Bats, superior	13	0	14	8
Do. Boots, of sizes, per pair from	10	0 to	14	0
Do. Balls, the Best per doz.	2	0	2	8
Do. Presses, to keep the Bat in proper shape, and preserve the gut from rats	6	0	7	0

TREACHER & Co. (Limited.)

WANTED.

BOARD and LODGING can be had with a respectable Family in Colaba. Stabling attached. Address D., "Bombay Gazette" office.

WANTED, a pair of young, handsome, serviceable, thorough-bred, Australian Horses, height not less than 15-2. Also a single horse answering the above description, but of bay colour. Apply to Dadabhoy Bomanjee, Coach-Builder, No. 230, near the Portuguese Church, Girgaum.

HOUSES, &c., TO LET.

TO LET, a small House opposite the English Hotel, Fort. Rent Rupees Fifty per month. Apply to M. B. COHEN & Co.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from the 10th April, the Bungalow No. 82, Malabar Hill, in the occupation of R. L. Crawford, Esq. Apply to the Manager, Land Mortgage Bank of India (Limited), Parsee Bazaar Street.

NOTICES.

Messrs. BADHAM and COMPANY,

HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Fine Bro. Cotton Socks, per dozen	12	to 21
BADHAM'S	Superfine do.	18	„ 21
BADHAM'S	Balbriggan embossed Silk	25	
BADHAM'S	Fine Striped and Fancy	14	„ 20
BADHAM'S	Mixed Silk and Cotton	23	
BADHAM'S	Superfine Grey and Mixed Merino	13	„ 18½
BADHAM'S	Extra Superfine do. Mixed Striped	21	„ 24
BADHAM'S	Lisle Thread & Hose	20	
BADHAM'S	Do. do. Fancy Striped	23	
BADHAM'S	Fancy and Striped Silk Socks	25	„ 45
BADHAM'S	Ribbed Knickerbocker Stockings for Shikaring, &c., per pair	3	„ 6
BADHAM'S	Celebrated India Gauze Under Vests	4½	
BADHAM'S	Silk and Wool Pants	6	„ 8
BADHAM'S	Bathing Drawers, Plain and Fancy Striped	2½	

SHIRT DEPARTMENT.

BADHAM'S	Wove Fine or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains	8½	
BADHAM'S	Spun Silk, all colours and new patterns	12½	
BADHAM'S	Wove Flannel and Printed Shirts	10	
BADHAM'S	Silk and Wool Indispensible	10½	
BADHAM'S	French Printed Shirts	60	to 70
BADHAM'S	Long Cloth Shirts	45	
BADHAM'S	Cambric Linen Fronts and Cuffs	55	„ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts each	7	„ 30

SCARF AND TIE DEPARTMENT.

		Rs.	as.
BADHAM'S SCARFS and TIES.	The Zoo	3	0
	The Botton Row	3	0
	The Bond Street	3	0
	The Latest Novelty	3	0
	The O. K. Thing	3	0
	The Baden Baden	3	0
	The Harrogate	3	0

TRAVELLING DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended	20	to 32
BADHAM'S	Solid leather Portmanteaus	50	to 70
BADHAM'S	Railway do.	16	„ 30
BADHAM'S	Courier Bags	8	„ 12½
BADHAM'S	Real Morocco Courier Bags	10	„ 16
BADHAM'S	Clothes Bags	5	„ 6½
BADHAM'S	Whitney Rugs	12	„ 30
BADHAM'S	Scotch Mauds	12	„ 24
BADHAM'S	Red Blankets per pair	25	

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.

			Rs.	as.
BADHAM'S NAPLES FELTS.	Falkland Eglington	Drab latest shape Tall	19	0
	Jerome			
	Cantab			
	Isis	Drab	7	8
	Derby	and		
	Brighton			
BADHAM'S DRESS HATS.	Falkland Eglington	The new shape Extra quality	14	0

Lincoln and Bennetts 16

COLLAR DEPARTMENT.

		Rs.	as.
BADHAM'S	Pall Mall per doz.	7	0
BADHAM'S	„ „ with Tie	7	8
BADHAM'S	Belgium	7	0
BADHAM'S	„ with Tie	7	8
BADHAM'S	Shakespeare	7	0
BADHAM'S	„ with Tie	7	8
BADHAM'S	Regent	7	0
BADHAM'S	Indian	7	0
BADHAM'S	West End improved	7	0
BADHAM'S BRACES AND BELTS.	Guyot's French Brace	2	8
	Ex Long India Rubber	3	0
	United Service	3	0
	Briddle Leather Belts	3	0
	Patent do. do.	3	0

BADHAM'S ANGOLAS, RIDING CORDS, VESTINGS AND COATINGS. Consists of a large assortment of the latest productions, all well shrunk, for Dress, Riding, Shooting and Hunting Suits. Special white Serges for Cricket and Boating. The Goods are obtained from the best manufactures, and are specially selected for India.

BADHAM'S OVERLAND KIT. The attention of Travellers is directed to this important Department. Those passing through Bombay with little time to spare will find every requisite for a sea or land journey ready for use.

ELLWOOD HELMETS. Hunting, Shooting, Riding, Walking. With patent inner-band, fits any shaped Head. A splendid protection.

HAWKES' HELMETS. The new Regulation Helmet bearing the name of Hawkes, patentee, inside.

BADHAM'S GLOVES, THE BEST QUALITY. White Kid, Militia, Blue, Color'd Kid, Dog Skin, Driving Doe Capped Leather

BADHAM'S JEWELLERY.

Gold Solitaires, plain	15	to	30
do. do. chased	15	„	30
do. do. enamelled	16	„	70
Gold Sleeve Rings	18

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MARKET steady. Active inquiry for Back Bay shares at 470. Not much doing in other shares.

CALCUTTA—8TH JUNE, 1869.

Government Securities.—4 per cents. sold at Rs. 5-6 discount for cash, and time-bargains at Rs. 5-8 to 5-10 discount for deliveries in 30 days. 5 per cents. of 1895-97 were bought, for small investment orders, at Rs. 9-8, 9-10, and 9-12 premium. Small amounts of 5½ per cents. obtained Rs. 14-4 and 14-6 premium. 15 years' Debentures sold at Rs. 9-2, and a small amount at Rs. 9-4 premium.

In Banks' and Joint Stock shares the following purchases and sales were reported to-day :—

Bank of Bengal shares, at Rs. 1,625.
Burdwan Stone Co.'s shares, last week, at Rs. 24.
East Indian Railway Stock, at Rs. 24 per £20.
Equitable Coal Co.'s shares, at Rs. 185.
Goosery Cotton Mills Co.'s sold and new shares at Rs. 200.
Port Canning Land Investment, &c., Co.'s shares, at Rs. 280.
More wanted at this price.
Delhi Railway shares at Rs. 230.—*Englishman.*

MILITARY.

ARRIVALS.—JUNE 14.

Macleod, Captain, 27th regiment N. I., on leave, from Poona.
Grenallow, Surgeon, 15th Bengal Cavalry, to appear before a medical board, from Mooltan.
Watts, Captain, Deputy Assistant Quarter Master General, from Poona.

DEPARTURES.—JUNE 14.

Macleod, Captain, 26th Regiment N. I., to rejoin, to Baroda.
Greenhill, Assistant Surgeon, Royal Artillery, on duty, to Ahmednugur.
Watts, Captain, Deputy Quarter Master General, on duty, to Ahmedabad.
Simmons, Lieutenant, Royal Engineers, on medical certificate, England, (will go to-day).

[redacted]

Sergeant Robert James Corte, 18th Brigade, Royal Artillery, employed in the Ordnance Department, is transferred to the Uncovenanted List.

Commanding Officers of Native Corps are reminded, with reference to Article 165 of the Indian Articles of War, that in the absence of a General Order on the subject, they are not at present authorized to award forfeiture of good conduct pay, either as a substantive punishment, or in addition to any other minor punishment.

Whenever a soldier is convicted by a court-martial, his good conduct pay ceases, and it can only be regained according to the regulations now in force.

The undermentioned are reported to have passed the required examination in Hindustani according to the Lower Standard :—

Lieutenant S. C. Turner, Royal Engineers.
Capt. P. H. Pare, 1st Battalion 8th Foot.
Lieut. T. B. Humfrey, 1st Battalion 8th Foot.
Ensign H. H. Russell, 1st Battalion 8th Foot.
Corporal W. J. Morrel, 1st Battalion 8th Foot.
Lieut. W. H. D. Jones, 59th Foot.
Lieut. R. Elles, 59th Foot.
Ensign F. H. Forjett, 59th Foot.

The undermentioned Officer returned to duty by permission of the Secretary of State for India, on the 22nd May 1869 :—

Captain C. A. Hawkins, Staff Corps, Cantonment Magistrate, Adén.

The Commander-in-Chief directs that the provisions of G. O. C. No 491, 28th May 1866, be made applicable to those stations in this command which are under the operation of Act XXII. of 1864 and Act No. III. of 1867.

At those stations where there are no Brigade Majors, the duty of registering claims shall be performed by the Assistant Adjutant Generals of Divisions, or station Staff Officers as the case may be.

Poona, 11th June, 1869.

A committee, composed as follows, will assemble on the 1st proximo, at such hour and place as may be named by the President, to report upon a subject that will be communicated to the President by the Adjutant General of the Army.

President.
Colonel Gaye, Royal Horse Artillery.
Members.
Lieutenant Colonel Mignon, (with the sanction of Government.)
Major Blunt, Royal Horse Artillery.
Staff Veterinary Surgeon Hallen.
An officer of 2nd Dragoon Guards.

The following medical arrangements are ordered :—

Assistant Surgeon Forsyth, 20th Foot, to the medical charge of the Lock Hospital at Mhow.

Surgeon Bain, 28th N. I, to the medical charge of the Lock Hospital at Neemuch.

Assistant Surgeon Miller, 11th N. I., to the medical charge of the Lock Hospital at Nusseerabad.

Poona, 12th June, 1869.

The following Orders are confirmed :—

Desolate Rest House.—Dated 31st May 1869, appointing Captain C. F. Parkinson, 45th Foot, to the charge of the Treasury Chest, with effect from the 19th June, under the provisions of G. G. O. No. 386, 19th May 1869.

8th Regiment N. I.—Regimental order, dated 7th June 1869, directing Captain Ashe, officiating Wing Subaltern, to perform the duties of Quarter Master in addition to his own, with effect from the 30th April 1869, vice Lieutenant McRae, proceeded on leave.

Sind Frontier Field Force Order.—Dated 24th May 1869, making the following arrangements :—

3rd Regiment Sind Horse.—Lieutenant W. S. Peat to officiate as 2nd in Command, in addition to his own duties as Adjutant, vice Lieutenant Reynolds, proceeded on leave.

Lieutenant G. J. Coulson, 3rd Squadron Officer 1st Sind Horse, to officiate as second Squadron Officer.

1st Regiment Sind Horse—Cornet C. A. Lucas, 2nd Squadron Subaltern 2nd Sind Horse, to officiate as 3rd Squadron Officer, vice Coulson.

With reference to G. O. C. No. 371, 20th April 1869, Lieutenant Lechmere was appointed to officiate as Quarter Master 18th N. I., in addition to his own duties.

The undermentioned Officer and Warrant Officer has obtained leave of absence :—

1st Battalion 23rd Foot.—Ensign J. M. Millar, from 1st July to 31st August 1869, in extension, on private affairs.

Unattached List—Sub-conductor S. Brierley, from 1st May to 31st August, 1869, on private affairs.

His Royal Highness the Field Marshal Commanding-in-Chief has been pleased to grant leave of absence :—

4th Brigade R. A.—Captain and Brevet Lieutenant Colonel C. E. Oldershaw, from 29th April 1869 to 29th April 1870, on the recommendation of a medical board.

18th Brigade R. A.—Second Captain E. G. Battiscombe, from 8th May to 8th November 1869, in extension, on the recommendation of a medical board.

His Excellency the Commander-in-Chief in India has been pleased to grant leave of absence as follows :—

14th Brigade R. A.—Lieutenant W. J. Joyce, from date of embarkation to England for six months, on private affairs.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 31st May 1869.

The Commander-in-Chief in India is pleased to make the following promotions, subject to approval by Her Majesty :—

4th Hussars.—Lieutenant Henry Hyatt Collings to be Captain, by purchase, vice Sergison, who retires. Dated 14th May 1869.

Cornet Edward Williams to be Lieutenant, by purchase, vice Collings, promoted. Dated 14th May 1869.

The undermentioned Officers have leave of absence :—

7th Hussars.—Lieutenant J. L. Hunt, to England, for twelve months, from date of availing himself of it, on private affairs.

21st Hussars.—Major H. E. Forbes, to England, for fifteen months, from date of availing himself of it, on urgent private affairs.

Royal Horse Artillery.—Lieutenant C. E. Elwyn, (D Battery, A Brigade) from date of embarkation, to England, overland, to appear before a medical board.

Royal Artillery.—2nd Captain W. B Troup, (No. 3 Battery, 24th Brigade,) to Bombay, from the 1st to the 25th April, to appear before a medical board.

Lieutenant H. A. Graves, (No. 4 Battery, 22nd Brigade) to Murree and adjacent hills, from the 15th April to the 15th October, on medical certificate.

5th Foot (1st Battalion.)—Quartermaster F. Drake, to Murree and Cashmere, on private affairs, from the 15th May to the 15th September.

6th Foot (1st Battalion)—Staff Assistant Surgeon W. Hillman, to Murree, from the 1st May to to the 31st October, on medical certificate.

14th Foot (1st Battalion.)—Lieutenant S. J. R. Toms, to Calcutta, from the 26th April to the 26th May, to appear before a medical board.

Surgeon W. B. Price, to Simla, from the 24th April to the 15th October, on medical certificate.

26th Foot.—Surgeon A. Bell, to Cashmere and Murree, from the 1st May to the 31st August, on medical certificate.

37th Foot.—Major G. W. Savage, to Mussoorie, from the 15th April to the 15th October, on medical certificate.

45th Foot.—Major G. L. Hobbs to England, overland, from date of embarkation, to appear before a medical board.

76th Foot.—Quartermaster R. Davies, to England, overland, from date of embarkation, to appear before a medical board.

93rd Foot.—Captain J. Joiner, Paymaster, to Nynee Tal, from the 15th April to the 15th October, on private affairs.

106th Foot.—Lieutenant M. L. Elliot, Instructor of Musketry, to Cashmere, from the 15th May to the 1st October on private affairs.

Staff Corps.—Major M. J. White doing duty at Meean Meer, to Simla and Kangra District, from the 10th June to the 10th October, on private affairs, under the Furlough Rules of 1868.

Captain C. J. Hughes, (1st Wing Subaltern, officiating Wing Officer 27th Native Infantry,) to Nynee Tal, from the 2nd April to the 2nd October, on private affairs, under the Furlough Rules of 1868.

Captain C. W. R. Chester, (Brigade Major, Saugor,) to Bombay, for one month, from date of availing himself of it, preparatory to Furlough to Europe, on private affairs under the Rules of 1868.

Medical Department.—Staff Assistant Surgeon F. Dick, M. D., to England, overland, from date of embarkation, to appear before a medical board.

Instructions having been received for the Head Quarters and Batteries of the 14th Brigade Royal Artillery to proceed to England next cold season, the Non-commissioned Officers, Artificers and men desirous of extending their services in this country, will be allowed to volunteer for the Royal Artillery serving in any of the three Presidencies, under the rules laid down in paragraph 2 of Government General Order, No. 605, of 17th November 1865.

The Non-commissioned Officers and Artificers volunteering to remain in India, will take rank in the new Brigades to which they may be posted, according to the dates of their promotion.

SHIPPING.

DAILY FREIGHT REPORT—14TH JUNE.

London ..	Cotton	£1 10s. 0d.	per ton.
	Cases	£1 5s. 0d. to £1 7s. 6d.	,,
	Seeds	£1 0s. 0d. Nominal	,,
	Iron Shins Cotton	£1 10s. 0d. to £1 12s. 6d.	,,
	Wooden Ships	£1 7s. 6d. to £1 12s. 6d.	,,
Liverpool	Myrabolams & Coir Bundles	£0 10s. 0d. to £0 12s. 6d.	,,
	Seeds	£0 17s. 6d. to £1 0s. 0d.	,,
Havre ...	Cotton	£1 17s. 6d. to £2 0s. 0d.	,,
	Coffee	£1 0s. 0d.	,,
Overland ..	Steamers	£4 0s. 0d. to £4 5s. 0d	
China ...	Steamer Cotton	Rs. 7 to 8	per bale.
	Opium	Rs. 25 to 30	per chest.
	Sailing Ships	Rs. 3 to 4	p.bale Nominal
Calcutta ...	Salt	Rs. 3 to 4	per ton.
Calcutta to Bombay		Rs. 12 and Charges.	Calcutta Port
Mauritius		8 annas per bag nominal.	

ARRIVAL.

June	Vessel.	Commander.	From.
14	The Foundling	Varian	Liverpool, Mar. 17.

DEPARTURE.

June	Vessel.	Commander.	Destination.
14	Erk	Nobbs	Hongkong.

The following vessels obtained their port clearances yesterday :—
Ship Kooria Moors, Hibbretta, to Moulmein.]
Ship Bayard, Jackson, to Liverpool.
Ship Hermione, Johnstone, to Liverpool.
Ship Foam, Nan Rivell, to London.

The following vessels began to load yesterday :—
Steamer Rangoon, to Aden and Suez.
Ship Mozayne, to Zanzibar.
Ship Jeanie, Douglas, to Liverpool.

THE INDIAN TRAVELLERS' GUIDE SECOND EDITION, FOR JUNE.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, including the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, in addition to a large amount of interesting and useful information.

ADVERTISING AT RAILWAY STATIONS.

The Proprietor of the "Bombay Gazette"

Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along ever line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language, Advertisers would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press

"Bombay Gazette" Press, 1868.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MADRAS.

BIRTHS.

JOSEPH.—June 7th, at 6 Ulsoor Road, Bangalore, the wife of Captain F. E. Biddulph, 19th Regiment, of a son.

STAINFORTH.—June 6th, at Coonoor, Nelgherries, the wife of Lieutenant Colonel Stainforth, 2nd Light Cavalry, of a son.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see the "BOMBAY GAZETTE" OVERLAND SUMMARY.

	Rs. as.
Price, per Copy	0 4
Annual Subscription	12 0

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

TUESDAY, JUNE 15, 1869.

A CORRESPONDENT in our issue of the 2nd instant drew a comparison between what we may term French and English comfort. It is not an imprudent thing to take stock every now and then of the comforts which surround us, and to enquire whether other nations possess more than we do. The happiness of every Englishman and every Englishwoman depends, in a large measure, on the manner in which our houses are built and furnished, and in what we eat and drink. We have always been under the impression that, if there was one thing in which the English were far away ahead of all nations in the world, it was in the matter of comfort. Those who have travelled through France and judge of the Frenchman's domestic comfort from hotel life will wander very far from the truth. The Frenchman's house is no more like the French hotel than a cottager's house in England is like the nobleman's mansion. The hotel is replete with every comfort and luxury, but the house is very different indeed. The way in which the women of Paris live is notorious. Everything is sacrificed to two considerations. The first is dress, and the second is a handsome drawing-room. It is perfectly shocking to an English lady, who becomes acquainted with Parisian families, to compare the luxury of the drawing-room with the miserable get-up of the bed-room. Madame, if she has to choose, will prefer to put up with a bare cot rather than that any table in the drawing-room should be devoid of ornaments. That beautiful dress which she wears hides clothing which should long ago have been sent to the laundress. The French are all for show, and unless you look under the surface of things, you will never understand their character. Monsieur acts just as Madame does. He will wear a shirt, the very sight of which has often sent a creeping feeling over us. He must have his gold-headed cane and superfine frock-coat and look altogether charming; but follow him to his lodgings, and if, after a minute inspection of his sleeping apartment, you prefer his idea of comfort to the Englishman's, all that we can say is, that we are sorry for you. How often does the middle class Frenchman take a bath, and how often does he change his shirt? We are reminded of a story told of a certain German Princess who visited England. It is equally characteristic of the French. The Princess, at a party given to her by an intimate lady-friend, presented herself with very dirty hands, and the Englishwoman, thinking it was an accidental oversight, drew her attention quietly to the matter. On this the Princess, holding out her hands and surveying them, exclaimed, "You call these dirty? you should see *my feet*." All the continental nations admit the superiority of the English home. The mere fact that the French have no word in their language for "*comfort*" tells its own tale. They really do not know what it means, or rather they are only now beginning to appreciate its meaning. Every one who has travelled much though Europe during the last fifteen or twenty years knows what a wonderful change has been effected in the hotels. To what, may we ask, is this change due, if it is not to English travellers? It is now possible to have a bath in your room, where a few years ago, if you had asked for a *bain*, you would have required a guide through the town before you could have got your wants attended to. Another fact which bears out our remarks is, that France has never been noted for the production of *useful* articles. It is on these that comfort depends. Articles *de luxe* are to be had nowhere as in Paris. But it is one thing to have handsome furniture, it is quite another to have a comfortable bed-room.

To those who can put up with a French washhand stand and a pint of water, who can dispense with the daily bath, and who can wear their linen rather longer than the fastidious English care to do so, we can quite understand that the Frenchman's idea of comfort will suit them. But to the practical Englishman comfort means quite another thing. Thick carpets in this country, however soft to the tread, breed vermin. The Englishman, therefore, prefers matting. Drapery means mosquitos, and he, therefore, dispenses with drapery. The bronzes and engravings, we grant, he would be all the better for, but we deny that the Frenchman in the East or anywhere else is fonder of his garden than the Englishman. Hitherto we have not said a word about food; but now let us consider this aspect of the question. Would any one who has travelled through France maintain that the Frenchman lives better than the Englishman. His cooking is better, but this is simply because his meat and vegetables are worse. If our correspondent would board for six months with a French family in Paris, or even in the country, he would soon have reason to complain of the want of nourishing diet. One reason why many an English boy cannot safely be brought up abroad is, that after having been used to beefsteaks and mutton chops, he cannot manage on *bouillon* and *bouilli*. If he is a delicate boy his system begins to sink very soon. To what indeed is the physical superiority of the English due but to their superior food, and does not the Englishman in this country do his very utmost to secure the best meat and vegetables the markets afford? If the French Engineers at Suez live better than the English at Bombay, they must live uncommonly well. If a railway engineer up-country has broken furniture and plates and sancers, and poor food, depend upon it, it is not the man's fault. The knocking about from place to place smashes his things, and the roast fowl you see on the table is only there day after day because the poor fellow cannot get mutton and beef. We are not so self-satisfied with the Englishman as to fancy he is superior to the Frenchman in all things, nor, on the other hand, are we so prejudiced against the latter as to shut our eyes to his many virtues. The Englishman is considerably behind the continental nations in art and in the production of all articles which call for taste. He is a barbarian in these things and is only just beginning to improve. But, on the other hand, we are assured of this that the Englishman stands pre-eminent among all nations for the comforts of his home wherever that home may for the time be. Whether in the East or in the West he has more useful articles about him, he eats better food, and he wears better and cleaner clothing than any one else. And these, in our opinion, are what constitute true "comfort."

LIEUTENANT G. L. B. SIMMONS, Royal (Bengal) Engineers, Assistant Engineer 2nd Grade, Public Works Department, has been allowed furlough to Europe for two years, on medical certificate.

LIEUTENANT G. C. HARRIS, Staff Corps, Sub-Assistant Commissary General, has been allowed furlough to Europe for six months on private affairs, under Rule 11 of the Furlough Regulations of 1868.

WE regret to hear from Chanda of the death of Mr. George Barrett, 4th Division, Revenue Survey, from the effects of wounds inflicted by a tiger. He is spoken of as a most promising young man and one held in high esteem by his official superiors.

THE Secretary of State has proposed, we see, that a Gazetteer for the Madras presidency should be prepared, and Mr. Justice Carmichael, Captain M. W. Carr, and Mr. J. Grose, have been appointed a committee to consider and report as to the best plan to adopt.

BY the death of Lord Broughton, the Hon'ble C. Hobhouse, one of the Judges of the High Court at Calcutta, becomes a baronet. The title bestowed on Lord Broughton was limited to the heirs male of his body, and so becomes extinct, but Mr. Hobhouse inherits the baronetcy which was first conferred on Sir Benjamin Hobhouse, the late Lord's father.

THREE young Burmese, who returned to Mandalay after the Burmese rebellion from France, are to go back, partly to learn something more and partly to buy machinery. One of them is an engineer, and has left a wife at Paris. These young men and another official of the King, now at Rangoon, were said to have been converted, but what they have been doing with their Christianity nobody knows.

IT is encouraging, says the "Central India Times," to learn that the engineering staff under Mr. Carrey's supervision intend pushing on vigorously with the Khangaon and Nandgaon branch line of the G. I. P. Railway. It is to be completed by February next, so as to be ready to convey the coming season's cotton crop to the Bombay market. This small but important branch line will be the first Government railway in India.

THE members of the Bombay Bar would be surprised if one of their number maintained in court that seniority was determined not by the date of call to the bar but by the date of admission to practice here. That has been maintained, we see, by Mr. Miller, a Madras barrister. The Chief Justice of the Madras High Court contented himself with saying that "it might be so, but he hoped the question would not be gone into that morning"—and it dropped accordingly.

WE are glad to find from our Cabul news that the Ameer is experiencing less opposition to his schemes of reform than was expected. Great progress seems to have been made in disarming the inhabitants of the city, and, thanks to the precautionary arrangements, which were of a sufficiently terrifying nature (soldiers lining the streets with drawn swords), no one judged it prudent to resist the authorities when his arms were demanded. All servants of the Government, it appears, are still permitted to wear arms. This disarmament, if it continue to be submitted to quietly, cannot fail to strengthen the Ameer very materially. Since his departure from India the Ameer has been doing his best to secure a safe passage for traders and [illegible] between Cabul and India. He seems to have made pretty satisfactory arrangements with the Khyberees. The tribes who have accepted his terms have sent some of their members to Cabul as hostages, and have promised to keep an eye on the others (a minority, we infer,) who have not joined in the agreement. Our Afghanistan letter says a Parsee firm belonging to Bombay has made arrangements to establish an agency at Cabul We wish the Ameer success in all the reforms he has begun since his visit to India. Already he seems to have made wonderful progress. It is asserted that the ex-Ameer and his nephew, Abdool Rahman Khan, have left Persia with the intention of going to the camp of the Russian General. We imagine their fortunes are hopeless everywhere. There is a report of a massacre of Russians at Khokand and preparations for a severe punishment, but it should be received with caution, as the sources and channels of information reaching Cabul from Upper Turkistan are often very imperfect. Some fighting is said to be going on among the tribes of Lower Turkistan.

DR. HALL, who led off the attack on Dr. W. W. Hunter, and was trenchantly exposed by Professor Goldstücker, has resigned the post of librarian at the India Office.

THE officiating Chief Commissioner is pressing forward the Chandah coal explorations very briskly. Steam apparatus for boring down to the coal strata at different points of the coal-field has been indented for. The importance of this coal-field will, doubtless, be fully recognised by the Government; and, should it be sufficiently demonstrated by the end of the cold season, we shall have the branch railway to Chandah *via* Hingunghat begun, almost before the Khangaon branch line is ready.—*Central India Times.*

As usual the natives have formed the most crude ideas of the objects of the late exhibition of fruits, flowers, and vegetables. We asked a Canarese gardener the other day, what was thought of it? "The latest impression is," he replied, "that it was intended as a *trap*. The sircar is anxious to know how many native owners of gardens there are on these hills who are doing well, that they may tax them heavier, and this exhibition was held to arrive at that information. The exhibitors who obtained prizes are now afraid that they will have to give more than they received, in the shape of *cunthanum*, or tax." We have no doubt that this impression will wear away, as it must, when its absurdity is proved, but in the meantime it is likely to interfere with native growers preparing for the next show.—*Neilgherry Excelsior.*

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 11TH JUNE, NOON.

Total Sales of Cotton	78,000	bales.
,, ,, Surats	24,000	,,
,, Import of Cotton	109,000	,,
,, ,, Surats	26,000	,,
,, Stock of Cotton	435,000	,,
,, ,, Surats	47,000	,,

Fair Dhollera 10d.

The Cotton Market opens quiet. Prices are unchanged.

The Bombay Mail of the 25th ultimo reached Suez on the 10th instant.

LONDON, 11TH JUNE, APT.

The Liverpool Cotton Market to-day was again quiet and prices were unchanged.

Fair Dhollera 10d.

The Manchester Market is dull and heavy. Prices are unchanged.

THE AUSTRALIAN MAIL.

[BY INDIAN TELEGRAPH.]

GALLE, 14TH JUNE.

THE steamer Geelong has arrived, having left Sydney on the 20th, Melbourne on the 23rd, and King George's Sound on the 31st May.

There is no news of importance.

The latest intelligence from New Zealand is favourable.

Coffee, prices unaltered. Sugar, market firm. Metals, no improvement in prices. Rice, slightly improved. New Patna, quoted at 22s 10s.

A VISIT TO THE SUEZ CANAL.

(FROM OUR SPECIAL CORRESPONDENT.)

BRINDISI, 18TH MAY.

IN my last letter I had brought down the narrative of our journey to the time of landing at Port Said, when the early despatch of the Bombay mail from Alexandria compelled me to close the letter somewhat abruptly. Our voyage along the canal to Port Said was not of a very interesting character. Travelling through a country the whole way inside a big ditch at the rate of six miles an hour is not an exciting pastime. The canal-voyager's field of observation is necessarily limited by the sandy banks of his watery highway; he sees nothing of the picturesque beauties of natural scenery that may abound on either side, learns nothing of the manners and customs of the people among whom he is a stranger, and he might, in fact, as well be enclosed in a pipe and blown through it from Port Said to Suez, as go by the canal, for all the satisfaction he is likely to get out of the voyage. When the canal is actually finished, the transit will be dull and wearisome in the extreme. At present, the various stages of progress of the works at different points of the line give some little animation to the journey, though one's feelings after a time are not easily excited even by the sensational incident of coming in sight of another large dredging machine. There is a novelty, of course, in hearing dredges with long spouts dignified with the name of *longs couloirs*, and dredges with inclined planes for the waggons to run up, as *élévateurs*; but this, too, soon wears off. Then the bargemen and sailors of the canal steamers are so monstrously polite to one another that there is no chance of a row to break the monotony of the voyage. Instead of using the choice language which Artemus Ward puts into the mouths of his mariners on the Wabash Canal, those gentlemen take off their hats and bow as the boats pass, salute one another as "Signor" or "Monsieur," and shout "Sta bene?" or "Bon voyage," with as much apparent anxiety as if they had not met for a twelvemonth, and were just setting off on voyages of discovery in opposite directions round the world. It was quite a relief when at one station our steersman ran the boat against the pier, and when we heard an unmistakeable English voice from the engine-room invoking anything but blessings on the captain's eyes and on the whole of his —— nation for their —— stupidity. The company in the cabin of the boat was, however, a strange assemblage, that would have delighted the eye of a caricaturist. These steam boats are built with covered saloons fore and aft, the flat tops of the saloons forming a pleasant walking place in the cool of the evening; and they carry 16 first class and 22 second class passengers, the former having the forward saloon. On our way back from Port Said to Ismailia there were in the first class saloon our own party of four Englishmen; a good-looking, good-natured Turk, who talked capital French, and is an employé in good position on the canal works; his Arab wife veiled up to her eyes, and her black female servant; the French officer in charge of the mails, who was perpetually opening his despatch-box and looking as if his mission were one of life and death, though he had nothing to deliver but an old French news paper at an outside station, and who enlivened the conversation by giving us a full, true, and particular account of a fever he had had, its symptoms and duration, the medicine he took and the precise effects it had on him; three French workmen, who were picked up at Kantara, and who were evidently going off to Ismailia on a "spree;" a free-and easy young Italian lady, also bound for the same port, and accompanied by a gentleman of the same nation, who looked as if he had escaped from the hulks and become *attaché* to some low-class casino; and a quiet clerk, who had a batch of *Siècles* of late date with him, which he courteously lent us to read. This last spoke English fairly; the others only knew those talismanic words, "All-right" (pronounced as one word), which foreigners all over the world seem to believe are sufficient to establish a perfect understanding between them and any Englishman they happen to meet.

It grew dark as we approached Port Said, and we could only note that the canal, in its course for about a dozen miles through Lake Marzaleh, is very wide, and has the banks fortified with rows of large stones thrown loosely down to protect them against the wash of passing boats. This is a precaution that will probably have to be adopted in other sections of the canal. It was too dark to see anything of Port Said when we were put ashore at the small steamboat landing stage, which alone, so far, represents the piers [illegible] this new Alexandria; but the state of the streets we had to walk through to the hotel showed us at once that Port Said is not nearly so well cared for as Ismailia. In the latter town the roads are formed of a composition of sand, powdered stone, and lime, which quickly hardens in the sun into a compact mass that is always kept smooth and level by rollers. But the Port Said roads are for the most part simply so much sand into which you plunge ankle deep. I cannot say much either for the Hotel Pagnon. The dinner was far from good, and, though the bed-rooms open on the beach of the Mediterranean, the sights and odours that salute one's senses (especially in the early morning) are far from refreshing or agreeable.

We were obliged to be up at daybreak, to go over the place, as we were to start for Ismailia again by the steamer leaving at half past seven. The handbook of the canal issued by Messrs. Blackwell, in Bombay, gives a list of 17 steamers a month running from Port Said to Alexandria, but none of these was in port when we were there, and none expected for some days; and, as in any case the voyage to Alexandria is long and unpleasant, I would advise any one who visits the canal to go back, when they have seen Port Said, to Ismailia, and thence by rail to Alexandria. Already a number of Bombay people have made this tour; and I noticed on the list of recent visitors at the hotel the names of Mr. A. Brown, of Messrs. W. Nicol and Co., and Mr. J. Sands The first object of interest we went to see was of course the western pier or breakwater, which is now completed, and about the efficiency of which there has been much discussion. It is now admitted by M. Lavalley himself that it would probably have been better to make this pier solid instead of throwing down the great blocks of concrete pell-mell. The sand has come, with the constant set of the current eastwards, through the interstices of the pier in such quantities that a regular beach has already been formed inside it where the dredges had previously made a deep channel. But the contractors say this makes no difference, as they have left plenty of room in the roadstead enclosed between the two breakwaters, and have only now to move their channel a little farther to the eastward. They are at the same time trying to arrest the progress of the silting up by crowning the top of the beach that has been formed with a line of stones, thus converting the sand itself that has accumulated into an inner rampart, as it were, to strengthen the pier. Still, it is uncertain what will be the result of this experiment; that problem can only be solved by time. But in any case it is only a question of expense whether the harbour can be kept clear or not. Having seen the pier, we went to the top of the wooden lighthouse to view the panorama of the town. Port Said is one of the most unwholesome-looking, evil-smelling places it was ever my misfortune to visit. Fancy the Flats of Bombay, or the land reclaimed from your Back Bay, with a canal running along one side and a wide marshy lake on another, and an almost tideless sea in front—and you have Port Said. There are no quays for the big steamers to come alongside of, and they are anchored to buoys out in the roadstead.

But all this may and will be remedied, if the Suez Canal gets the bulk of the trade between Europe and the East; and, having given you an account, I hope not too minute, of our journey, I will now add some remarks on what, to Bombay men above all others, is the most important commercial question of the day. I take it for granted that the canal will be opened, if not on the appointed day, the 16th of October, at least soon afterwards, in such a way that there will be through communication for ships from the Mediterranean to the Red Sea. All the difficulties that remain to impede the achievement of this grand enterprise can be vanquished by time and money; for, if the French have boasted a little prematurely of the great deeds they have accomplished on the canal, they have certainly a right to laugh at the frivolous criticisms put forward by shallow philosophers and prejudiced politicians in England. Look, for instance, at what was said the other day about the impossibility of filling the Bitter Lakes, on account of the immense evaporation that would go on in a climate like that of Egypt. Elaborate calculations were made to prove that the basins of the lakes could never be filled with salt water; yet, with incredible perverseness, they are filling every day much more rapidly than the Canal Company anticipated. As M. Lavalley points out (in the paper I have already more than once referred to), the believers in evaporation forget that where the surface of water to be dried up is so immense as in the Bitter Lakes, the air itself becomes humid and loses its power of causing evaporation before it has travelled far from the shore across the lakes. Anyhow, there is the fact that the water is not dried up, so we need not trouble ourselves about the theory.

There remains the only serious objection, that the canal, when opened, will not be sufficiently wide and deep at all points to be easily navigated by large ships engaged in the Eastern trade. A glance at the map will show you that there is little chance of Port Said and Ismailia ever superseding Alexandria, so far as the local trade of Egypt is concerned. The products of the fertile Delta find their natural outlet by the Nile to Alexandria; and it is not likely that the growers of corn and cotton will ever send their crops away into the desert to be shipped, when they have excellent water carriage at their very doors. Nor, again, is it at all probable that the canal will ever become the highway for the transit of passengers, and of the mails and small parcels, that can afford to pay a heavy charge for quick conveyance. The Canal Company have, I hear, given the order for a number of fast steamers, like the American river-boats, to be built at Belfast; and Captain M'Killop, R.N., now in the service of the Pasha, told me at Alexandria that some enthusiastic American had declared he was ready to carry the mails through without any subsidy at all. But there can be no real competition for this kind of traffic between the canal and a railway running from the end of the pier at Suez to the end of the pier at Alexandria. Even if the canal get boats to run 16 miles an hour, the railway can still gain an easy victory in speed, and, as the mails must be transhipped in either case (for the fast steamers of very light draught could not run all the way from Marseilles to Bombay), there would be really no advantage in using the canal unless the cost were very much lower. But the Egyptian Government will of course reduce the railway charges in order to keep the traffic, and, so far as regards passengers, there are very few of them who will care to make a journey twice through the canal, to save a few shillings, when they can go by rail. The probabilities are, therefore, that the Canal Company will have to rely for their dividends solely on the heavy cargo trade which is now carried on in such steamers as those of the P. and O. Company, the Bombay and Bengal Company, and the Messageries Imperiales; and M. Levalley tells us that he has taken every opportunity of conducting the skilled sailors of the Messageries ships over the works, and that they have been unanimous in assuring him that they would not have the slightest difficulty in steering their ships through the narrowest parts of the canal at the rate of four knots, and the wider portions at the rate of six knots an hour—supposing, that is, that the canal is dredged to the contract depth all through. There are people sanguine enough to believe that this uniform depth will have been attained, and the canal formally handed over by the contractors to M. de Lesseps, before the end of the present year; and, if you only listen to what the French employés say, you will almost be convinced against the evidence of your senses that big ships can already go through from Port Said to Suez. A Frenchman at Ismailia, when we asked him if there were many fish in Lake Timsah, replied at once, "Beaucoup, beaucoup, beaucoup, et très excellents;" and this is just the sort of stereotyped answer you get to every enquiry about the progress of the works and the general prospects of the company. Luckily or unluckily, I happened to fall in at Port Said with an English engineer who had been working some years on the canal, and who opened the conversation in this way:—"Do you believe in the canal? I don't." He went on to declare that it was all humbug to talk of large ships, drawing a considerable draught of water, having gone through to Ismailia; no vessel, he said, had ever gone through drawing more than 18 feet. This statement confirmed our own impressions; for, though some parts of the canal may be dredged to the full depth, one can hardly go a quarter of a mile anywhere without seeing shallows and sandbanks in what would be required as the channel for large ships. In most parts of the canal, however, the navigation for big ships will be easy enough, *when* the dredging is completed; but I doubt if the bulk of the Indian trade will ever go this way till the narrow sections at El Guisr and Serapeum, and more particularly at the former station, are widened. Other skilled sailors, besides those of the Messageries Imperiales, would be willing enough to steer ships through even before this widening is effected; but it is one thing to steer a vessel for a wager, to show what you can do, and quite another to conduct regular navigation through a narrow and intricate passage, in face of the formidable competition of the railway. The tendency of all the trade with India is clearly to take the Egyptian route; already the days of sailing ships and long voyages round the Cape are numbered, and the Canal Company are not required to accomplish a revolution in the course of trade, but simply to provide cheaper carriage by water than is already provided by land for heavy goods from Alexandria to Suez. This object will undoubtedly be effected. It may still be a moot question whether the canal will ever pay the present company as a commercial speculation, for their pecuniary difficulties are still so heavy, in spite of the success of the very last loan that they have been compelled, I heard at Alexandria, to cede to the Pasha, who already holds more than half of the shares, their privilege of keeping Port Said a free [illegible] from all duties levied. Moreover, M. Levalley, recognizing on occasion that a chain is no stronger than its weakest link, has already hinted to the shareholders that they must be prepared to spend a million sterling in addition to last year's estimate for the purpose of widening the very narrow section of the canal; and, though the drifting of sand into the canal will be less than was anticipated, still the cost of continual dredging and of general maintenance will always be extremely heavy. But the fortunes of the shareholders are not our affair. We may regret that the pioneers of so magnificent an enter

A NATIVE'S GRATITUDE.

We (*Friend of India*) have received a letter from the Upper Provinces which we can hardly consign to its proper place without giving our readers a hint of its contents. The writer who bids us

"Mislike me not for my complexion
'Tis the shadowed livry of the burning sun,"

heads his communication with the following motto:—

"Ah! who can tell how hard it is to climb,
The steep where Fame's proud Temple shines a far.
Ah! who can tell how many a soul sublime,
Has felt the influence of malignant star
And waged with fortune an eternal war."

The connection of these lines with the proper subject of the letter is at first hardly apparent:—

We are exceedingly sorry to hear that our benevolent Staff Assistant Surgeon, ——, has been ordered to ——, to do duty with ——, and that he leaves —— on Saturday, ——.

The writer then goes on to deplore his inability to "admire or describe the affability, kindness and the mellifluous tone" of the departed medico, until he pauses to put the rather irrelevant question:—

"What, what is virtue, but repose of mind
A pure ethereal calm that knows no storm?"

He next adduces an example of the Doctor's "independence and loftiness of mind." A substantial present, offered him by a Bengalee Baboo whose child he had cured, was declined by the Doctor in "plain and distinct words, as free from ambiguity as from any tincture of ostentation or disgust, as his avocation was to do good without the expectation of any remuneration from his patients or their friends and relations." After this we can appreciate the touching farewell to

"One driven by strong benevolence of soul
Shall fly like Oglethorpe from pole to pole."

The curious feature about the letter is that it is evidently prompted by warm gratitude which is honourable to the writer who, moreover, does not follow the practice of his countrymen by appending his name. We cannot, however, make the good Doctor ridiculous by unfolding his name.

THE S.S. EARL CANNING.

The Government steamer Earl Canning, which left this (Kurrachee) for Bombay with the overland mail on Wednesday, the 2nd, met with a severe hurricane twenty hours after she left port, and about 120 miles distant form Bombay. A heavy gale set in from the south east, and such was its severity, to say nothing of an unusually heavy sea, that the vessel only made two knots within 32 hours. As there seemed to be no probability of the hurricane abating, and it was apprehended that further attempts to make headway towards Bombay would, in all possibility, exhaust the coal on board, the commander considered it prudent to return to this port. He therefore changed the course of the vessel at 10 A. M. on the 4th instant, and arrived here at 1 o'clock on Monday afternoon. The crockery on board, and articles of furniture, have been mostly destroyed, and the passengers, amongst whom were Mr. Tarleton, our late Barrack Master and family, and with their familes one or two Parsee gentlemen, suffered considerably by the constant heaving and jolting of the steamer. To the commander of the Earl Canning, and to the chief engineer, on the first of whom devolved the precarious duty of extricating the vessel from her perilous position, and on the second the arduous task of working her machinery during the trying hours, is, we are persuaded, special commendation due. The rest of the crew behaved with a degree of the highest cheerfulness and energy which does them credit. The mail, which the Earl Canning brought back, was despatched yesterday to Bombay via Ahmedabad. It is confidently asserted that had the Earl Canning not been iron built, and provided with the very best of machinery, she could not have escaped the hurricane. The vessel, we are glad to learn, has not sustained any injury to speak of, and she will, therefore, be ready for sea by the end of the present week.—*Sindian, June 9.*

SEAMEN IN INDIAN PORTS.

On the 27th May the Government of Madras passed the following order calling for the opinion of the Advocate General on the points mentioned:—The attention of Government has been directed to the practice of sailors coming on shore armed with sheath-knives, and the manner of their release after suffering imprisonment for neglect of duty or disobedience. To put a stop to the one would take from sailors what has been proved to be a dangerous facility for gratifying sudden passion; and it is desirable so to arrange the other as to ensure the immediate return of the men to duty, and prevent their engaging in riot and debauchery in Black Town. On the first point the Chamber of Commerce and the Master Attendant recommend that a clause be inserted in the "port regulations" or "instructions to commanders of vessels" forbidding, and holding ship captains responsible for the landing of any sailor having a sheath-knife in his possession. The have the desired effect, as the legal forces of the so-called port regulations seems questionable, though the Master Attendant states that it has been recognised; and think that sailors in possession of sheath knives might be disarmed under Section 6 and 26 of Act XXXI. of 1860, or Section 24, Act VIII of 1867, (Madras,) it being notified to captains of vessels, by a clause in the "instructions," that these laws will be strictly enforced in the case specified. On the second point it appears to His Excellency the Governor in Council that sailors confined in the penitentiary, whose engagements may still subsist, and whose services may be still in the port when their sentences expire, should be released at the Master Attendant's Office, and there made over to their captains. Due notice could be given to the latter so as to afford them opportunities of attending to receive the men, and should they fail to do so, the men would be released in their absence. This procedure seems strictly analogous to the course pursued in the removal of prisoners, whose sentences are on the eve of expiry, from central jails to the jails of their respective districts for release. The removal from the penitentiary to the Master Attendant's Office would be effected while the warrants of committal were still running and in sufficient time to admit of the release being made at the latter place on the termination of the periods of imprisonment specified in the warrants. Before issuing orders on the matter, His Excellency in Council resolves to request the opinion of the Honourable the Advocate General as to the legality of the measures above proposed, and also as to the nature of the "instructions to commanders," whether they would, if disputed, be held legally binding, whether they are well-founded in law, and whether the insertion of a clause in them regarding sailors carrying sheath-knives would have the effect supposed by the Chamber of Commerce and the Master Attendant. Mr. Norton is also requested to advise Government generally whether there is any method other than those proposed, and in accordance with existing law, by which the objects which Government have in view may be attained.

THE NATIVE CIVILIANS.

On looking through the table of marks obtained by the selected candidates at the last Civil Service Examination, we find that Baboo Romesh Chunder Dutt obtained the second place in English literature with 295 marks; but as 125 marks are deducted from the total earned under each head, he really obtained 420 out of the maximum of 500 for this subject. We need hardly say that this is a most striking and satisfactory result *quoad* English literature; but it must be remembered that this is one of the subjects which offer the greatest prospect of success for cramming, and a knowledge of English will be more fairly tested by taking the marks awarded for composition and literature together, in which case Baboo Romesh Chunder Dutt will be found to occupy the twelfth place on the list—still a highly creditable one to him. It is perhaps even more creditable to the Baboo, however, that he should stand eighth in Mathematics, in which he obtained 358 out of the minimum of 1,250 marks, the highest number awarded for this subject being 709. The latter is a very good score, though no deduction is made for slight knowledge in the case of this subject; but the show made by the candidates generally in Mathematics is very poor. One of the Indian candidates—Sripad Babaji, we observe, took up Latin and Greek, scoring in the former 187, which represents 312 marks out of 750, also a highly creditable result, and a very remarkable one, especially considering that he also gained 390 representing 425 marks in Sanscrit and 226 marks in mathematics. Baboos Romesh Chunder Dutt, and Behari Lal Gupta, it is satisfactory to see, scored 230 and 227 marks respectively in Natural Science. Only three of the English candidates obtained any marks in Sanscrit, and only one showed anything like a respectable acquaintance with that language. The Sanscrit scholars in order of merit are Romesh Chunder Dutt, Sripad Babaji Thakur, Behari Lal Gupta, P. de L. H. Johnstone, Surendra Nauth Banerjee, Henry Louis St. Barbe, and Edward Pierce Henderson, the latter obtaining only six marks.

Not a single successful candidate, Indian or European, appears to have taken up Arabic. The comparative interest displayed in the study of Arabic and Sanscrit by the European candidates is remarkable. Though philologically speaking there can be no doubt of the superior interest of Sanscrit, for living practical interest there can be no doubt that Arabic has immensely the advantage. As regards the literature extant in either tongue, we think there can be little doubt of the superior worth of that in Arabic. When we add the fact that Arabic is still a widely spoken language, and that it is incomparably easier to acquire than Sanscrit, it can hardly but excite surprise that the latter should be so generally preferred by the candidates, who probably put success in the examination far before philology.

The small number of successful candidates who took up German or Italian is also surprising. Only three scored marks in the latter and only eight in the former language; and even French was taken up by fewer than half the successful candidates. There was on the other hand, only one English candidate who did not take up Latin; and there were only seven who did not take up Greek also. Such is the sway that the ancients still hold over us after nearly two thousand years.

In the Moral Sciences the first and second places were taken, we need hardly say, by Scotchman; and one of them achieved the remarkable feat of getting full marks without deduction. We shall watch the future career of this candidate with some curiosity. Perfection in Political Economy, perfection in Logic, perfection in Moral Philosophy, ought, even in spite of the perfection in Metaphysics, to make a valuable Government officer.—*Englishman.*

THE WRECK OF THE SARAH SANDS.

The Master Attendant at Madras has reported to the Government of that presidency regarding the wreck of the ship Sarah Sands, 1,250 tons, of Liverpool, on the Island of Kalpeni, and the rescue of her crew, and has recommended that the sum claimed by the islanders (Rs. 1,000) be paid in full, not only as a reward for their services in bringing the whole crew (26 men) safely across from the island to the west coast of India, but for the kindness and prompt assistance rendered by them to a shipwreck English crew. The natives appear to have behaved kindly to the crew while on the island, and in consequence of the whole of the ship's boats having been rendered unfit to bring the distressed seamen across, a boat belonging to the island with five men were engaged, and having failed to make Cochin, they arrived at Alleppey in three days. The Governor in Council has sanctioned a payment of Rs. 1,000 to the islanders for their services. He also sanctions the payment of Rs. 682-8-0, being the cost of the passage of the shipwrecked crew to Bombay by the steamer Martaban, and of provisions supplied to them on board. Government approve of a suggestion that a few moorahs of rice, be sent to the headmen of the island with the acknowledgments of Government. The cost of the rice, and all expenditure on account of the islanders maintenance while detained on the west coast, of securing their boat, should be deducted from the Rs. 1,000 sanctioned, and the balance sent to the island when Mr. Logan, the Sub-Collector, visits the Laccadives after the south-west monsoon is over. Mr. Logan will then see that the money and rice reach the proper parties.

THE MURDER OF LIEUTENANT BROOKING.

Dr. Urquhart held an inquest at Vepery on Tuesday last, touching the death of Lieutenant Arthur Yelverton Brooking. The following witnesses were examined:—

James Morgan deposed—I am sergeant major H. M.'s 35th Regiment N. I., and live in the parade ground in the house here. I knew deceased now seen with the Coroner and jury. His name is Arthur Yelverton Brooking. I last saw deceased well on Friday evening last. Yesterday morning about twelve minutes past five o'clock, I was in front of the place of arms after parading the guard when I heard a shot fired in the direction of the cells in front of my quarters, and in about a minute after I saw the deceased's horse running as he turned round the corner of the cell wall. The horse made a rush as if to pass between my house and the sentry-box and the adjutant then headed him for the parade ground. At that time I was walking towards the adjutant, and the horse went very wild, and the adjutant brought him on his haunches, but still he went on very fast, and the adjutant fell off very heavily flat on the ground at about 23 yards from the steps of my door. When I came up I found the quarter-master sergeant now here with the adjutant. Then I saw the adjutant had blood about his breast. His sword was covered with blood also. I placed him on my cot in my verandah and then I ran to see who fired and found havildar Abdool Raiman lying on his back outside the Gun Carriage wall with the mark of a bullet on the belly. I also saw a mark as of a bullet on the Gun Carriage wall. Some sepoys now present and this jemadar were there, and I directed the havildar to be brought to the apothecary. I went for the doctor and do not know any more. Deceased died this afternoon about quarter or half after one o'clock. The havildar had no musket with him, but a sepoy put a musket into my hand (No. 17) with a pouch belt, a cap pouch with 22 caps and ten rounds of ball ammunition, the right quantity for a man to have. The musket had also an exploded cap on and was not loaded but had been recently discharged. I do not know the owner of the musket produced. I do not know anything more.

John Brett deposed.—I am surgeon major attached to the corps. I knew the deceased Lieutenant Brooking. I was called to see him on the morning of the 7th June at a quarter to six. I arrived at the barracks at six o'clock and found him lying on a cot in the verandah of the sergeant major's quarters. There had been a good deal of bleeding, and on examination, I found him suffering from a gun shot wound. The ball had entered about the tenth rib on the right side behind about four inches from the spine. This wound was smaller and more round than the wound of exit which was situated three inches to the right of the pit of the stomach. This wound was rather larger and more jagged. There was some oozing of blood from the wounds, but not to a very great amount, and this gradually became less. He was in a very collapsed state, but rallied in a few hours slightly. There was never any full reaction, and he died at five minutes past one on Tuesday. I made a post mortem examination and found the tenth right rib fractured. The ball had entered into the right lobe of the liver and caused an enormous rent of this organ. This was about five inches in breadth and in greater part extending through great deal of internal hemorrhage took in the abdomen and in the cavity of the stomach. The wound was necessarily fatal. The shot could not have been close to the body when fired, but not at a great distance so far as I can judge from the wound. There is no suspicion of the wound having been produced by deceased himself.

James MacNamarra deposed—I am an inspector of police. On the 7th of this month from information received, I came here and saw Lieutenant Brooking, the deceased. He was then lying on a cot in this house here. I sent for the Commissioner and he came, and I was present when Mr. Brooking made a statement on oath to the effect that he came on parade here shortly after 5 A.M. When near the conjee-house he saw a blaze, and shortly afterwards, heard the report of a musket. He saw no person. He came on his horse near the sergeant major's house when he became weak and fell off. He believed he was struck in front. He stated that Abdool Raiman had been passed by a medical board for pension. He had had no altercation or quarrel with any one. Abdool Raiman in my presence stated that he shot himself, but had not seen or shot the deceased. I heard Abdool Raiman say he had written two letters in Hindoostanee. The Commissioner has got these. He did not say what was in the letters, but I understand they spoke of killing the adjutant and another officer (Major Leggatt) as having been the cause of his being pensioned. Abdool Raiman wished to die death and was unwilling to speak. He said he had shot himself as he was not promoted in his turn to jemadar.

Appavoo deposed—I am a police constable No. 424 G. Division, and searched the place where the deceased havildar was lying, and found an exploded cap. It was lying on the sand. The bullet could not be found. I did not see the cap on the nipple nor did I hear that another cap was found.

Moothoo deposed—I was the deceased's horsekeeper. At about half-past five o'clock on the morning of the 7th instant, my master was trotting his horse and I was coming behind him, and then I heard the report of a musket. When I heard the report he was in my sight, but he soon afterwards turned the corner and got out of my sight. In about two minutes afterwards I saw the deceased sepoy coming in a stooping posture in the opposite direction. He passed me. I saw the deceased sepoy fall. I did not hear a second shot. When I came up I found my master bleeding. I took the horse and went home.

The jury returned a verdict of culpable homicide amounting to murder against Abdool Raiman.

THE SUICIDE.

An adjourned inquest was held on Wednesday morning relative to the death of havildar Abdool Raiman, of the 35th Regt. N.I., who had shot himself on the morning of the 7th. The following depositions were taken:—

John Brett, Esq., deposed—I am surgeon major attached to the 35th Regiment N. I., and live at Perambore. I have examined the body of the deceased, which is that of a man belonging to this regiment, stout and well nourished. There was a gun shot wound in the abdomen, one aperture situated three inches above and a little to the left of the navel, the opening was at a spot about two inches above the crest of the hip bone on the left side, the distance between the wounds being nine to ten inches and in an oblique direction from above downwards. On opening the belly I found evidence of considerable internal bleeding, the large vessels of omentum divided. There was no injury to the bowels or any other organ. The wound near the navel was surrounded with marks of gunpowder deeply imbedded. The deceased died from internal bleeding. I saw deceased alive after the shot. He seemed to know he was dying and to court death, and he told me distinctly twice that he shot himself because he had been pensioned. So far as I could judge his mind was sound. There was no sign of mania or insanity about him. The shot must have been fired from above downwards.

Kistna Sing deposed—I am a jemadar belonging to the 35th Regiment N. I. I know the musket of the deceased. Its number is 17. This is the musket that was found. The musket was kept in the place of arms. The deceased had no right to keep his musket. It was a parade morning and the deceased appeared on the parade ground without his sash and stripes and took his musket from the place of arms, the door of the room being opened. Sepoys have access to their musket on parade days. The deceased was ordered by the colonel not to attend parade that morning as he was to be passed for pension. The deceased was not heard to threaten to destroy himself. He used to take liquor and bang. He was not marked in the regimental books as a bad character. He had his senses. I never saw him out of his senses when in liquor. When the alarm was given I went to the spot where deceased was lying. He was lying near a heap of sand close to the wall, and No. 17 musket was by his side. The musket had been discharged and had an exploded cap in the nipple. The deceased was lying insensible with his eyes closed. I did not speak to him. I never heard of any ill feeling between deceased and anybody in the regiment. I did not hear a second shot fired.

Solomon Isaac deposed—I am a sepoy of the regiment, and was the first to go up to where the deceased was lying. I saw him lying on the ground on his back, having the musket (No. 17) by his right hand side. The musket had been recently discharged, and there was an exploded cap on the nipple. I heard a shot fired about half-past five or a quarter to six that morning. Immediately after hearing the shot I saw the horse starting and coming towards this ground, and Lieutenant Brooking fell off. I saw the gentleman bleeding, and I ran towards the spot where the deceased was lying. I had not seen anybody before. I heard only one shot. I have no knowledge of the sound of a musket placed against a hard substance and fired.

The jury returned a verdict—"Suicide by shooting himself."

A BUGGALOW DISABLED OFF BOMBAY.

On Sunday night a small native craft arrived in Bombay with a report that a disabled buggalow had been seen about 160 miles off this port. The buggalow was on the voyage from Zanzibar to Bombay, but had lost her rudder and was otherwise disabled. There were about seventy men, women, and children on board, and the supply of water was exhausted. The report was made to Lieut. Carew on Sunday night and yesterday morning the s. s. Coromandel was despatched on a cruise to endeavour to pick up the buggalow or the survivors.

BOMBAY.

Passengers by the English Mail.—The P. & O. Co.'s steamer Salsette, Captain P. S. Tomlin, will sail to-day for Aden and Suez with the following passengers:—

For Southampton.—Mr. J. S. Whitaker, Mr. T. Simson, Mr. J. F. Child, Mr. Hodder, Major Annesley, Mrs. Bluett, Mr. G. A. D. Malton, and Lieutenant Simmon, R. E.

For Marseilles.—Mr. Thomas Nash, Mr. P. Chrystal, Lieutenant W. Reynold, Mrs. Ellis, and Mr. Harry John.

For Suez.—Mr. C. Deetjen, Mr. W. Klusmann, Mr. E. L. Grandy, and Mr. O. Muller.

Theft of Ornaments.—Mr. Nana Morojee yesterday sentenced one Bapoo Luxumon to six months' imprisonment for stealing neck ornaments of the aggregate value of Rs. 40.

Found Drowned.—An inquest was held on Sunday last at Parell road on the body of a Hindoo woman named Awadee who had been found drowned in a tank at Parell. The jury returned a verdict accordingly.

Sholapore Sub-Collectorate.—From the weather report of the Sholapore sub-collectorate for the fortnight ending 15th May we learn that the weather was very hot. No rain fell during the fortnight. Cholera prevailed in some places to a slight extent.

Ahmednuggur Collectorate.—The weather report of the Ahmednuggur collectorate for the fortnight ending 31st May informs us that the land was under preparation for sowing operations. The state of public health was good. Slight cholera was reported in Jamkheir talooka.

The Sailors' Home.—The Superintendent of the Sailors' Home desires to acknowledge the receipt of the following contributions:—

Crawford & Co.....Rs. 50
J. W. B.....,, 10

Also of parcels of clothing from R. K. and Captain F. D. Rich, H. M. S. Malabar.

Forged Currency Note.—Yesterday, before Mr. Nana Morojee, Ahmed bin Ali, Arab, a gambler, was charged with fraudulently using as genuine a document which he knew or had reason to believe to be a forged document, namely, a counterfeit Government currency note for Rs. 1,000; and Abdoola Innoos with abetment of the offence. The prisoners were remanded to jail.

The Wreck of the Great Northern.—Mr. Connon, Acting Chief Magistrate of Police, and Lieutenant G. O'Brien Carew, late of Indian Navy, have been appointed by Government to conduct an investigation into the circumstances connected with the loss of the ship Great Northern, off Bassein, on the 7th instant. The investigation will be held at the Fort Police Office on the afternoon of Tuesday, the 22nd instant, at half-past two o'clock.

Kaira.—There is once more a vacancy of the 1st class subordinate Judge at Kaira, vice Rao Bahadoor Madan Shrikrishna, transferred to Poona. If we are allowed to speculate as to the fortunate nominee, we see none out of the ranks that has a better claim to it than Mr. Kavasjee Edaljee, the late Moonsiff. His acquirements, lingual and legal, have surely marked him out as an exception to all the rest of the judicial functionaries in the Northern Division.—*Dandeyo.*

The Wreck of the Bucentaur.—A contract has now been entered into with Ebram Ramjee to land the cargo from the wreck of the Bucentaur. As the sea was pretty quiet four bunder boats were got alongside on Saturday and six on Sunday, and these were filled with cargo and brought to the bunder. Only one, however, was sent out yesterday, for, owing to the Custom House officials refusing to allow the cargo to be landed on Sunday, the contractor had not boats at his disposal. Such is our information, and really this looks like a case in which the circumstances might have been considered exceptional enough to warrant the landing on Sunday.

Mr. Robert Knight, of the *Times of India*, intend be called the *Indian Economist* and devoted to economic and statistical inquiries concerning India. Mr. Knight says that "the journal will probably become a weekly paper eventually," and in the well-known aptitude of Mr. Knight for economic and statistical subjects the public have a guarantee that the forthcoming publication will not fail to supply one of the sore needs of the day to public writers in India. We wish Mr. Knight every success, though to be frank our local patriotism can ill brook the loss of merit which Bombay will incur in the proposed publication being intended to be issued from Calcutta.—*Native Opinion.*

Fatal Accident.—On Sunday a Coroner's inquest was held at the European General Hospital touching the death of a European named James Moir, second engineer in the P. & O. s. s. Bombay. From the evidence of William Tait, an engineer on board, it appeared that deceased was working on the steamer on Saturday and returned to the old quarters about 1 o'clock to dinner. Two friends came and spent the evening with him and witness, and about 11 o'clock they went downstairs thinking that Mr. Moir had gone down. They had been on the top storey. On reaching the foot of the stairs, they stood talking for a few minutes, when all at once they heard a crash, and, looking up, saw a body falling through the air. It fell some fifteen or twenty feet from where they were standing, and when they reached the spot, they saw it was Mr. Moir. He was senseless, but breathing heavily. They had him taken to the hospital. Deceased had had one or two glasses of brandy and water, but was sober. Dr. Arnott, Assistant Surgeon of the Hospital, said that he saw the deceased on his admission about 2·50 A.M. He was then suffering all the symptoms of concussion of the brain, and had evidently received a fracture of the base of the skull. There was a strong smell of spirits about him. He died in about two hours, never having rallied. Verdict—The deceased met with his death by a fall from a height of 50 feet; there is no evidence to show how he fell.

A Suspicious Case of Poisoning.—A Coroner's jury was empannelled on Saturday last at the Morgue, Camatecpoora, concerning the death of a Hindoo named Damodhur Jeevan. Narotumdass Dayabhai deposed—I am a broker and live at Bholeshwur. I knew the deceased some four or five years ago, when he was a share broker. He lived at Punchayet Wady, next to a Brahmin doctor, whom I also know. I met the deceased about 7 or 8 P.M. yesterday in Bhoewady, and spoke to him in passing. This morning I went as usual to the doctor's house to bathe. On arrival I saw several women in front of the house beating their breasts. The doctor was at a sweetmeat shop, and he and I went together towards Bholeshwur. I asked him who was dead, and he said Damodhur was. He added, that on going into his room last night, he there saw a cup with opium in it. The doctor went to Bholeshwur, and I went to the Mombadevie chowkey, and there reported what I had heard. I was then sent with a sepoy to Sonapoor, and on arriving there, I saw the body of the deceased ready for burning. It was prevented by the sepoy. I gave information to the police, because I had my suspicions, having met Damodhur last night in Bhoewady, and the doctor having told me that there had been a quarrel between Damodhur and his wife. He also said that, on going to his room, he had felt his pulse and found he was dead. The Coroner adjourned the case for further enquiry till Saturday, the 19th instant.

STEAMER REPORTS BY TELEGRAPH.

Galle, 13th, 12 noon.—Mail steamer Deccan, from Suez, anchored.

Galle, 14th, 7 A.M.—Mail steamer Surat, from Calcutta, anchored.

Galle, 14th, 7 A.M.—Mail steamer Geelong, from Australia, anchored.

Fao, 14th, 9 A.M.—Steamer Koina, from Bushire, in sight.

A False Tail.—There was lately brought to M. Gosselin, at the Hôpital de la Charité, an infant five weeks old bearing at the end of the trunk an appendix five centimetres long, a little thicker than a goose-quill, and slightly tapering at the free end. On examination, M. Gosselin found it to be soft, and apparently not a prolongation of the vertebral column. He, therefore, in compliance with the desire of the parents, removed it by two semi-elliptical incisions at the base. A rather large artery required ligature; the edges of the wound were brought together with metallic sutures; and healing, M. Gosselin has been informed, took place rapidly. On examination, the appendix was found to consist externally of a thin cutaneous sheath without hair, and internally of an abundant fibro-cellular tissue, containing fat only at its junction with the subcutaneous connective tissue. The case was like one of *molluscum pendulum*, having the peculiarities of being congenital, of being more elongated than usual, and of being in a situation where it might readily be mistaken for a tail.—*British Medical Journal.*

Mr. A. SHUTTLEWORTH.

Whilst we hear of so many shipping disasters at the present time, it is reassuring to know that Mr. Allen Shuttleworth (of saving-life celebrity) is again at Alibaugh, where he will remain throughout the approaching monsoon. Although Mr. Shuttleworth has fortunately not yet been called upon to save a shipwrecked crew, yet an opportunity was recently afforded of showing what he would do in case of necessity. On the afternoon of Friday, the 4th instant, whilst the gale which blew the Bucentaur on the Colaba Prongs was at its height, a pattimar laden with oil struck a rock about 250 yards from the coast at Alibaugh. On this being reported to Mr. Shuttleworth by his signalman, he at once swam off through the surf, fully dressed, and with boots and helmet on, followed by the crews of his life-boats, 23 men in all, to see what assistance could be rendered. Finding that there was no chance of saving the pattimar, he and his men set about securing as much of the cargo as possible, and they succeeded in throwing overboard nine barrels of oil, but as the tenth was about to follow, a huge wave struck the pattimar and knocked her completely to pieces. As nothing more could then be done, the crews, accompanied by the six natives who manned the pattimar, brought with them the nine barrels of oil, which they pushed before them, and thus, lead by Mr. Shuttleworth, had a quick race back to the shore.

THE CHINCHA ISLANDS.

As there are a good many ships at Bombay just now bound for Callao, the enclosed cutting from *The Mail*, of May 18th, may be interesting:—

"A letter from the Chincha Islands, dated March 18th, published in the *Newhaven Courier*, contains the following information concerning the shipments of guano:—

"'It is a very trying time here now, as there are over 150 ships here, and the guano is so nearly gone that they cannot work it as fast as formerly, and there are already 50 or 60 ships on demurrage. The 'lay' days are three months, but ships have heretofore bought time and loaded in one-third or one-half their time. Now they are paying to be loaded in all their time. We have been here some weeks, and have taken in but a few loads. In a few months the Chinchas will be deserted, and the Guanape (pronounced Wonappe) Islands up the coast five degrees south of the equator, will have all the ships. They are just beginning to work. The yellow fever is prevalent at the north island, where our marketing is done, and one of our own and some English shipmasters have died.'"

THE MURDER OF A EUROPEAN.

An adjourned inquest was held yesterday at Nesbit Lane, Byculla, before Dr. Lumsdaine, Coroner for the city of Bombay, and a European jury, to enquire into the circumstances connected with the death of Charles Johnston, a European fireman in the employ of the G. I P. Railway, who came to his death on Friday night last, from rupture of the spleen caused by blows delivered to him by one William Hutchinson, a European. The following additional evidence was taken yesterday:—

The witness, Mary Rozario, was recalled and examined Mr. Mills, Superintendent of Police, as follows:—

Was there any light in the verandah at the time of the occurrence?—Not in the verandah, but in my room and also in the room occupied by Hutchinson. Both of the rooms' doors were open, and so there was light upon the verandah.

Were there any empty bottles in the verandah?—I saw some there afterwards, empty beer bottles.

When you saw the bottles in the prisoner's hand, did you see where he got them from?—I did not.

Did you see Inspector Dadson when he arrived, and did you say anything to him about a hammer, the hammer now in court?—I did see him and showed him the hammer now produced.

Where was it at that time?—In the verandah at the foot of the deceased.

Frederick Williams sworn—I was formerly an overseer on the Frere Works, and am at present unemployed. I live in a room at right angles to that where the deceased lived, and some ten paces distant from his verandah. I knew the deceased slightly, and knew the prisoner Hutchinson by sight. I know that he lived in a room facing mine, about twenty paces distant and adjoining the verandah of the room where Johnston lived. On Friday last I had my supper at about 8 P.M., and I then closed the door of my room and sat smoking, my wife being in the room asleep. About three quarters of an hour had elapsed when I heard Hutchinson's voice utter an oath. I knew the voice to be his, because, on a previous occasion, I had heard it when he was making use [illegible] former witness. The words used were, "You son of a b——, do you heave a bottle at me?" Hearing this I opened my door, and at this moment I heard the deceased call out "Oh, my God." The deceased was then in his verandah, and Hutchinson was over him. Although the light was not strong, I recognized them both. I saw Hutchinson in the act of striking, and he continued to strike repeatedly. I also heard the muffled sound of the blows. I could not see whether there was anything in his hand. He then rose to his feet and called a servant to take away his chest. He called another servant and told him to go and fetch a sepoy. He followed this servant and passed out of my sight. In a few minutes he returned with a police sepoy. He showed the sepoy a piece of a bottle, and told him that the deceased had struck him with it. They both went away. He then returned and told a servant to fetch his basket back, as he was not going away. He then went up to where the deceased was lying and asked him how his head was, and that that was "as good as a —— to him." He then went into his room, and I then closed my door. The deceased then uttered one groan. Shortly afterwards the police arrived. During the time that Hutchinson was striking the deceased, I heard the last witness, Mary Rozario, call out repeatedly. The deceased was not offering any resistance to the blows that were falling upon his person. When Hutchinson went away, the deceased lay there, now and again groaning. He never rose to his feet whilst I was looking. He was lying in the same place when Hutchinson returned. On the second occasion he returned with some person, whom I don't know, and they spoke together in English; and I heard the remark, "The b—— would not get up for a week." When Hutchinson again returned for the third time he was in the verandah. The deceased then gave one groan. Hutchinson then said, "I have a great mind to kick your head off." Shortly after the police arrived, and at this time the deceased Johnston was dead. During the time I was looking on I did not see the deceased offer any resistance, nor did I see him strike Hutchinson.

The prisoner put the witness some questions.

Was the former witness, Mary Rozario, drunk or sober at the time of which you speak?—I cannot say, but when the police arrived she was then under the influence of liquor.

For the last sixteen or eighteen days, when you have passed her room, what sort of a smell was there?—A smell of liquor.

Cross-examined by the foreman of the jury, Mr. George McIntyre.

Have you any idea whether on Friday the prisoner Hutchinson came back from work?—I do not know.

On Saturday last the prisoner volunteered the statement that he was a staunch teetotaler; can you bear out his statement?—I cannot.

You spoke of a muffled sound of blows; did you think they were blows with a fist?—I did not, because they had no hollowness about them; they fell flat, and with each was the sound that a pavior makes in ramming.

Dr. J. T. Gray, acting Surgeon to the Coroner and Police Surgeon, who had made a *post mortem* examination of the body, said, after describing the injuries—In my opinion the cause of death was shock to the system from rupture of the spleen and effusion of blood. The wounds might have been produced by a blunt instrument such as the hammer now produced. They might have resulted from heavy kicks. I have no doubt whatever that the rupture of the spleen was the immediate cause of death. This rupture was evidently caused by the blow or blows in this region. I saw the body of the deceased about 11 P.M., on Friday last, life was then extinct. The post mortem examination was made on the following morning.

The prisoner, in answer to the Coroner, said he reserved his defence. He wished it to be noted that he now bore the marks of a blow on the left side of his face.

The jury returned the following verdict:—The deceased Charles Johnston met with his death from rupture of the spleen caused by blows delivered to him by the prisoner, William Hutchinson, who is guilty of culpable homicide amounting to murder.

WEATHER REPORTS.

Kolapore, 14th, 12 noon.—Weather fair, wind south-west, thermometer 86.

Mangalore, 14th, 2 P.M.—Weather fine, wind west by north, thermometer 85·50.

Cannanore, 14th, 10 A.M.—Weather cloudy, wind north-west moderate, thermometer 81, barometer 29·960, rain 14 cents.

Tuticorin, 14th, 1 P.M.—Weather fair, strong easterly winds, thermometer 91.

Cochin, 14th, 10 A.M.—Weather fine, south westerly winds, barometer 29·980, thermometer 83, sky cumulus.

CORRESPONDENCE.

THE BANDORA TRAINS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—It would appear that the only reason for altering the Callian train's departure from Dadur from 9 to 9-12 A.M. was that it might have frequent opportunities of running a race with the B. B. Bandora train. The latter train should either leave Bandora fifteen minutes later than it does at present, or the Callian train should be altered back to 9 A.M. The latter alteration would, I am sure, be more acceptable to passengers by both trains.

The Mahim early train was a great convenience to the *public*. Butlers and cooks are the only people who avail themselves of the present B. B. early train. A train leaving Bandora, say either at 6-30 or 7 A.M., would give great satisfaction. A petition to this effect was presented to the Traffic Manager B. B. & C. I. about a fortnight ago, but no notice appears to have been taken of it.

A train should leave Bandora on Sunday evenings either at 8-30 or 9 A.M. instead of, as at present, at 7 P.M. People prefer private conveyances on account of the early departure of this train.

A. B.

II.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I cannot allow "Viator's" letter to go forth without challenging his statements and the deduction he draws from them.

The disputed point is the Parel junction, which the B. B. and C. I. R. are timed to run their train through two minutes before the G. I. P. R. train.

They have succeeded in doing it about four times since the new time-table came in force; but, as is generally the rule, the B. B. and C. I. R. train is two or three minutes late, and consequently has to wait.

The G. I. P. R. train keeps splendid time, and is at the Parel station to a minute. "Viator" says the "B. B. and C. I. are not in fault at all." I say they are; and the "great discomfort and inconvenience" complained of should be shifted to their shoulders.

Local traffic can only be worked properly when done smartly, and the G. I. P. R., to ensure this, have two of the best *European guards* on their train, so that the passengers can be got in and out quickly. The B. B. and C. I. R. have *one* native guard only to their train, and of course, although the poor fellow does his best, he can't help losing time at Dadur station, where so many passengers have to be attended to.

Let the B. B. and C. I. R. copy the example of the G. I. P. R. and work their local trains with proper men, and they will then keep correct time and passengers have no cause to grumble.

Although I am not a railway-wallah, I am sure the two minutes allowance at the junction affords ample time for the B. B. and C. I. R. train to pass through; but if the officials of this railway feel themselves unable and incompetent to work the Bandora traffic promptly, smartly, and to correct time, they had better ask the G. I. P. R. to do it for them.—Yours, &c,

SEASON TICKET.

P. S.—The G. I. P. R. train was at Parel station this morning at the correct time; the B. B. and C. I. R. train was about four minutes late (as usual) and of course was stopped at the junction.

INDO-EUROPEAN TELEGRAPH.

The following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Turkey, 7th, 8th, and 9th June.

Continent of Europe, via Turkey, 8th June.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 13th to 8 P.M. of the 14th June is as follows:—

To Bombay	Max.	Min.
From Kurrachee	5 58	0 6
,, Calcutta	3 48	1 4
,, Madras	8 25	7 10

Communication between Bombay and Kurrachee perfect.

TELEGRAPH LINE REPORTS.

Kurrachee, 14th, 11 A.M.—Cable right to Fao; Turkish line right to Constantinople; and Persian line interrupted to Teheran. Latest dates from Great Britain, via Turkey, 12th June, via Russia, 31st May.

BANK RETURNS.

NEW BANK OF BOMBAY, LIMITED.

Statement of the affairs of the Bank, on 12th June, 1869.

LIABILITIES.	Rs.
Proprietors' Capital paid up	50,00,000
General Treasury Balance	1,03,18,236
Deposits at Head Office	1,73,16,050
Deposits at Branches	16,73,830
Bank Post Bills outstanding	29,078
Reserve	5,616
Undrawn Cash Credits	4,60,934
	Rs. 3,47,01,812

ASSETS.	
Government Securities	49,17,245
Loans at Head Office and Branches on Govt. Securities	
Bullion, Goods and Metals	6,09,024
Credit Accounts at do. on Govt. Securities	12,07,884
Bills Discounted and purchased at do.	59,35,563
Dead Stock	4,86,439
Stamps	5,182
Balances with Agents & Correspondents	4,69,274
Overdrafts	1,363
Cash	63,18,235
Cash & Currency Notes at Head Office	1,00,19,472
Do. do. at Branches	39,27,360
Bullion at H. O. and Branches	5,70,151
	Rs. 3,47,01,812

COLABA OBSERVATORY.

Results of Meteorological Observations made at the Government Observatory, Colaba—lat. 18° 53′ 30″ N., long. 4h. 51m. 15s. E. Height of Barometer above the Sea—37 feet.

Mean daily values derived from 24 hourly observations on June 13.

Barometer, corrected to 32 deg. Fah.	·775 inches.
Temperature of the Air	85·7 ,,

except by the successors of these gentlemen, and therefore I beg to move :—

"That these proposals that have just been submitted, be not entertained and considered till the next quarterly meeting of the Bench."

My amendment you will see points to the early withdrawal of Mr. Crawford and Mr. Maidment (Laughter.) The painful scandals that are connected with the administration of this——

The Chairman—I must call on you to sit down. You are not speaking to the point as I said before, and that is a personal attack. I rule that you must sit down."

Mr. Pratt—I bow to your decision. I think I am in order. I am speaking to my amendment.

Mr. Pratt's amendment was seconded by Mr. Moroba Cannoba and then put to the meeting but was lost by a large majority. Mr. Venayekrao's motion was then put and carried.

THE FIFTEEN LAKH LOAN.

The Clerk submitted a Government resolution No. 872 of 10th April, 1868, with accompaniment from the Government of India, stating that it was unnecessary to sanction the Fifteen Lakh Loan Bill, as the Government would lend the money at 5 per cent. on certain conditions.

Mr. Venayekrao Juggonathjee Sunkersett moved, and Mr. Framjee Nusserwanjee seconded—

"That the Bench agrees to the terms stated by the Government of India with reference to the Fifteen Lakh Loan."

Prior to the meeting he had been told [illegible] shared in by the [illegible] a convert. He [illegible] should be an [illegible] places, and [illegible] pressed by the Government re- April, 1869 :—

[illegible] Secretary to Government.

I am directed to acknowledge the receipt of Government resolution, dated 10th April, 1869, No. 872, with accompaniment, and to submit the following representation respecting the offer of the Government of India to lend the Municipality of Bombay 15 lakhs of rupees at 5 per cent.

"The Justices at present do not know precisely whether the Government of India, when they determined to come to our relief, were, or were not, in possession of exact information as to the manner in which our liabilities have been incurred.

"If the offer under notice had been made with exact information as to the causes of our present pecuniary difficulties, the Justices would, of course, have been entitled to suppose that after a careful and deliberate review of the circumstances, the Government of India had arrived at the conclusion that our case was one in which the credit of the State might with propriety be employed for the purpose of assisting us.

"In the event, however, the Justices think that they would have been also entitled respectfully to enquire why the money should not be offered to this community at the same rate of interest at which the State borrows it.

"The Municipality of each Presidency city is an institution devised to afford relief, in respect to certain details of local administration, to the Governors of the Empire or State. The people subject to each Municipality as regards such details are nevertheless as much a constituent part of the State as any section of the population of the rest of the Empire.

"And if in any given circumstances the credit of the State may with propriety be employed on behalf of the Municipality of Bombay, it seems only reasonable that the local community should have the full benefit of such special use of the credit of the State. It cannot surely be intended to treat the population of Bombay as a people distinct from the rest of the British Indian population : and if this be not intended, on what grounds can it be proposed in supplying our admitted necessities to derive from us profit for the advantage of the rest of the British Indian population ?

"The Justices, however, see reason for believing, that the offer of the loan under notice, has been made by the Government of India, in the absence of definite information as to the manner in which our debts have been incurred. It is improbable that the Government of India can be better informed on this point than the Justices ; and the latter are still without any useful information on the subject.

"Under these circumstances, the Justices consider, that they would be dealing unfairly with the State, if they accepted on any terms the offer of a loan, except after the institution of such an enquiry as would enable them to submit a plain statement of the circumstances under which the necessity for a loan has arisen, and after the introduction of reforms calculated to afford reasonable assurance against a recurrence of such necessities.

"It is hoped, therefore, that the Justices may be allowed to postpone for the present a definite reply to the Government of India resolution, of the 10th April last, No. 872."

This amendment was seconded by Mr. Moroba Cannoba, and a laugh took place thereon, when

Mr. Moroba—I don't know why all the gentlemen should laugh when I second the motion. (Hear, hear, and even laughter.) I also remarked that when Mr. Nowrojee was addressing the Bench Mr. Dosabhoy was laughing. (More laughter.) I think it is very indecorous. I think the rules of business should be decently observed. (Applause.)

Mr. Pratt—I quite agree with Mr. Moroba that those who complain of discourtesy ought to—— ("Order")

The Chairman—I beg your pardon.

Mr. Pratt here repeated his remark which was received by a complete volley of calls of "order," "order, Sir," "order."

The amendment was then put, but only three voted for it, so that it was lost. The original motion was then passed.

THE DRAFT BUILDING ACT.

Mr. Crawford said there was an old abstract of proceedings of the Finance Committee which had stood over for some time, but there were one or two items that required special sanction. The first was a recommendation that Mr. McClelland should receive Rs. 1,000 for the preparation of a Draft Building Act, which it would be remembered the Bench had deputed him to prepare. The Committee seemed to think Rs. 1,000 a reasonable remuneration, and it was Mr. McClelland's intention to devote it to the Pensioners' Home and on application had been made by the Committee of that Institution to know if it would be placed at their disposal.

Mr. Currey then proposed, and Mr. Wood seconded, that the proposed grant should be sanctioned.

Mr. Moroba Cannoba—I want to see the draft. I have not seen it yet.

The Chairman—That has been settled.

Mr. Moroba—But I have not seen it, and I don't know if that remuneration is reasonable. I beg to move, that before the grant of Rs. 1,000 be sanctioned the draft of the Building Act be circulated.

The Chairman—Does any one second ? (Cries of "no no" and a voice—"Mr. Pratt has gone."

No one seconding the amendment the resolution was put to the meeting and passed.

GRATUITY TO AN EX-INSPECTOR.

Mr. Crawford said the next matter on the abstract was a recommendation that a gratuity be granted to Mr. Cabrall, who had been an inspector in the roads department, but was discharged on the reduction of the department. According to the Government regulations which had generally ruled these grants, the amount was Rs. 600, and he hoped that would be passed.

Mr. Narrayen Wassoodew moved, and Mr. Venayekrao Juggoonathjee Sunkersett seconded, a motion that the gratuity be sanctioned, and that was at once passed.

LIGHTING RATES AT MAHIM.

Mr. Crawford said the only other matter in the abstract was a petition from the inhabitants of Mahim complaining of the system of taxation there, and especially the lighting rates, as they did not get the benefit of lighting. He thought there was a great deal in that petition, and that it was exceedingly fair. A *fac simile* of it had been sent to Government, and he had been called on to report on the subject, and had promised that if a petition was made to the Bench, he would give it a fair consideration. He proposed that the petition should be published and be allowed to lie on the table for consideration by the committee which was to consider the questions of assessment and collection.

Mr. Hormusjee Cursetjee Dady seconded this motion, and it was unanimously agreed to.

ARRANGEMENT WITH THE GAS COMPANY.

Mr. Crawford said the last subject to be laid before the meeting was a letter from the Secretary of the Bombay Gas Company in which he proposed exceedingly favourable terms for the Municipality provided the Municipality would extend the lighting of the town by gas. It would be fresh in the recollection of the Justices that about last October considerable dissatisfaction was expressed with regard to the price of gas and their relations with the Gas Company, which was found difficult to deal with and exorbitant with regard to the prices. He had stated that if there was no alternative the Municipality should go in for kerosine as against gas, and the effect of that appeared to have been shown in the letter which he now submitted, which offered an exceedingly fair, proper, and large reduction on the price of gas. The present stock of lamps cost Rs. 11-2 per month per light, and by the new arrangement they would only cost Rs. 6-4 per month ; and this was such a large reduction that it would enable the Municipality to increase the number by 40 or 50 per cent. without committing them to anything beyond their means. He therefore proposed—

"That the Municipal Commissioner be authorized to enter into a contract with the Gas Company on the basis of the secretary's letter of the 30th April last—reporting details through the Finance Committee for the information of the Bench."

The secretary, Mr. Crawford added, wound up his letter by saying that the Board would feel obliged by the Municipality giving this matter their early consideration and favouring them with a reply by the return mail, if possible, to admit of the needful instructions being sent from London by telegram to their manager at Bombay before the 1st of July next, in order that the necessary preparations might be made for the contract to take effect on and after that date. Unfortunately the meeting did not come off last month and the reply could not be sent as desired. Of course the Finance Committee in dealing with the subject would have to look to the lighting and take such other matters into their consideration as might be suggested to them. In the meantime it was desirable they should be in a position to take the matter up without the least possible delay.

Mr. Muncherjee Nowrojee Banajee seconded the motion.

Mr. Blaney thought it was undesirable that the Bench should be committed to have a certain number of lamps. The present number was 1,780 and the number proposed by the Company was 2,940. Now the Company was very fair at present, but they might not always be so civil. The Bench had seen the extortions in times past, and he thought the Commissioner and the Bench should have some voice in the matter and not be bound by any agreement as proposed.

Mr. Crawford explained that there would be a properly drawn up agreement similar to the London one and having penal clauses introduced ; and then if the Company failed in the contract the agreement would not be binding.

The motion was then put to the meeting and carried.

This was all the business, and the Bench adjourned till Wednesday, 23rd inst.

CHINESE LABOUR.

THE great characteristics of the Chinese as labourers are patience and economy—the first makes them efficient labourers, the second cheap labourers. As a rule they have not the physical strength of Europeans, but their steadiness makes up for this. They take less earth at a spadeful than an Irishman, but in a day's work take up more spadefuls. This patient steadiness peculiarly adapts the Chinese for tending machinery and for manufacturing. The tendency of modern production is to a greater and greater sub-division of labour—to confine the operative to one part of the process, and to require of him close attention, patience, and manual dexterity rather than knowledge, judgment, and skill. It is in these qualities that the Chinese excel. The superintendents of the cotton and woollen mills on the Pacific prefer the Chinese to other operatives, and in the same terms the railroad people speak of their Chinese graders, saying that they are steadier, work longer, require less watching, and do not get up strikes or go on "drunks." And one of them is reported as boasting that he would yet have Chinamen building and running his locomotives. But the great recommendation of Chinese labour is its cheapness. There are no people in the world who are such close economists as the Chinese. They will live, and live well according to their notions, where an American or Englishman would starve. A little rice suffices them for food ; a little piece of pork cooked with it constitutes high living, an occasional chicken makes it luxurious. Their clothes cost but little, and last for a long while. Go into a Chinese habitation, and you will see that every inch of space is utilized. Pass through their quarters in the towns, and you will see that nothing that can possibly be used is thrown away, unless it be human labour. Chinamen, of course, as other people, like luxuries, and indulge in them as far as they can, but their standard of comfort is very much lower than that of Americans or of European immigrants. This fact enables them to underbid all competitors in the labour market. Reduce wages to the starvation point for American mechanics, and the Chinaman will not merely be able to work for less, but to live better than at home, and to save money from his earnings. And thus, in every case in which Chinese comes into fair competition with white labour, the whites must either retire from the field or come down to the Chinese standard of living. Let us take (the writer proceeds) the history of one trade to show what must be the result in all for which Chinese labour is adapted and into which it is introduced. About 1859 or 1860 Chinamen first began to be employed in the manufacture of cigars, a branch of industry which then supported a number of white workmen in San Francisco. These, of course, took the alarm, formed unions, adopted resolutions, published appeals, and sympathetic cigar dealers hung out signs, "No coolies employed here." But it was of no avail ; the Chinamen quickly learnt the trade (not as easy a one as the uninitiated might imagine), could work cheaper, and did work cheaper, and have completely driven out the whites. Large quantities of cigars are now made in San Francisco, but made entirely by Chinamen. They commenced, of course, by working for Americans, but on learning the business many of them set up for themselves, the Chinese employer having the same advantage as the Chinese workman, in being able to get along with a smaller profit ; and in Jackson, Dupont, and Pacific streets are many large Chinese manufactories of cigars ; while in many fœtid dens underground and out of sight the patient Chinaman rolls the fragrant Havannahs or cheap "five-centers" which are to regale the nostrils of the 'Melicans who despise him. This is the history of other trades in California, and from present appearances will shortly be the history of many more.—*New York Tribune.*

OFFICE WORK IN INDIA.

TO THE EDITOR OF THE "ARMY AND NAVY GAZETTE."

SIR,—In these days, when everything connected with the organisation and administration of our military forces is attracting so much attention, a statement of the way these things are managed in India may not be considered illtimed. I will now speak only of the office work, the amount of which is truly astounding to any one who, like myself, considers that the only legitimate excuse for keeping up a military force at all is that the nation may have the means of fighting, should the occasion arise. But, to judge from the amount of office work demanded from us British soldiers who serve her Majesty in India under the command of Sir William Mansfield, it would seem that we are kept for writing rather than for fighting purposes. Our services as fighting men have not, indeed, been very extensively called for of late years ; but as for the writing part, the following figures speak for themselves. In a garrison battery stationed in the Bengal Presidency, the following is one year's office work ; I take 1868. The amount may be considered a fair average :—Received—Letters and memoranda, 166 ; receipts for cash, stores, documents, &c., 132 ; total, 298. Despatched—Letters, memoranda, receipts, &c., 417 ; returns of all kinds, 58 different varieties, to 16 different offices ; total number including office copies and duplicates, about, 740. N.B.—This does not include the daily "morning state" and "ration indent," which would together add about 730 more to this number, great as it is, and increase the former to 1,470. Now these figures do not include the printed general orders, circulars, standing orders, and so forth. Of these there are no less than ten different files—viz., home orders, 3 ; local orders, 7 ; total, 10. Now the battery for whose administration all this mass of both print and writing was needed was not of extraordinary strength. It never had more than 78 officers and men belonging to it in India at any time. Its average strength for the year of Hindu rule, until including men at the hills, was about 70—not more, and nothing remarkable occurred to it or them during the year. I give you a fair specimen of the present *regime*. From time to time I have read in the columns of the *Army and Navy Gazette* of the reductions in the office work of the Navy which have been made by the present Ministry. Would that they would do as much for the office work of the Army, especially in India, thereby improving its efficiency, and earning the gratitude of every man who would be A SOLDIER, NOT A CLERK.

ROYAL ITALIAN OPERA.

ON May 15 a most brilliant, numerous, and enthusiastic audience assembled to witness the *rentrée* of Madame Adelina Patti to the scene of her former triumphs, the Covent-garden Opera stage. Long before the usual time at which the more fashionable portion of the *habitués* might have been expected the house was crowded to its utmost capacity. The opera selected for the occasion was *La Sonnambula*, the peculiar characteristics of which are perhaps better fitted to display the combined histrionic and vocal abilities of Madame Patti than any other in the operatic repertoire. The *naiveté* and grace called forth by the betrothment scene of the first act, the intense and tragic passion of the second, and exquisite pathos and contrasted exhilaration of the last, form situations which afford full scope for the fervid and enthusiastic character of Mdlle. Patti's acting whilst the abundant opportunities for the alterations of brilliant fioriture, and the true Italian *cantilena* style which the music of Bellini offers, seemed to suggest the idea that the fair Patti formed a prophetic *belle ideal* for which the inspired composer wrote the fascinating *role* of Amina. The tendencies to exaggeration or crudities of style which (fresh from America) marred the interest of Madame Patti's earliest appearance in this country, have now, in the advantage of continental training and experience, ripened into the most finished excellence, and the charming freshness and purity of her voice remains as untarnished by maturity as her artistic feeling seems happily to continue unspoiled by foreign triumphs. Madame Patti was admirably supported by Signor Mongini, whose superb voice told with thrilling effect in the elaborate tenor music of Elvino.

On Whit-Monday an immense audience assembled to witness the most exquisite of Mozart's compositions, *Don Giovanni*. The Don was played by Signor Graziani with an ease that showed he was thoroughly master of the character. Il Commendatore was played effectively by Signor Foli, and Masetto was represented by Signor Tagliafico in a way that showed careful study of the character. Signor Ciampi threw into his acting and singing as Leporello a rich vein of humour, and in "Madamina il Catalogo" set the house in a roar by the triumphant gusto with which he enumerated his master's victories. The part of Donna Anna was well sustained by Mdlle. Titiens, who infused a fine tragic feeling into her acting ; and the difficult part of Donna Elvira was rendered with much grace by Mdlle. Sinico. Madame Adelina Patti, as Zerlina, almost surpassed her previous efforts in this character. She was neverin better voice, and "Batti,batti O bel Masetto," was sung with great archness and was rapturously encored ; and, in piquancy with which she gave "Vedrai Carino," especially the concluding verses where she bids her affianced feel how the heart she is ready to give him is beating, took her audience by storm. The opera is magnificently put upon the stage. The great climax at the end of the first act was exquisitely executed, and *Don Giovanni* has rarely been presented more effectively since the Italian Opera became a necessity to the existence of the musical public.

The other operas performed during the week have been *Marta*, *Don Pasquale*, *Lucia di Lammermoor*, and *Il Barbiere di Siviglia*.

By the Cape papers we learn that the large diamond recently found in the colony has been detained at Cape Town pending a dispute that has arisen as to the rights of various persons to a royalty on its value. Another discovery of at least equal value has fortunately occasioned no dispute—a contrivance, namely, "by which the true magnetic line will be indicated in every latitude, uninfluenced by local causes."

ROSSINI'S unpublished music has been sold by Madame Rossini to M. Mouchotte for £6,000. That is at the rate of £40 per composition, there having been 161 pieces. When asked for his autograph Rossini invariably wrote a stanza of four lines, expressive of long suffering love, which endures, but is silent. Ten copies of such lines were found amongst his papers. These autographs have been sold at the same price as his musical compositions—that is at £40 a piece.

THE Queen has caused the Lieutenant-Governor of the Isle of Man to be informed of the satisfaction with which Her Majesty regards the reception accorded to Prince Arthur on his recent visit to the Island. The newspapers of the island say that the Queen is likely to visit her Manx subjects herself in August, and adds that a baronetcy will probably be conferred upon the Lieutenant-Governor, and that Mr. Goldie Taubman, Speaker of the House of Keys, will receive the honour of knighthood.

MEDICAL SCIENCE IN JAPAN.

AN interesting account of the art and science of medicine amongst the Japanese is given in one of the American journals, by Dr. Vedder, an American physician, and now the chief medical adviser to the Prince of Nagato. The Japanese doctors hold very good positions in society. They originally derived their knowledge from the Chinese, but of late years the diffusion among them of Dutch literature has done much to their enlightenment. There are no schools of medicine in Japan, but the son scrapes together as much information as he may be able from his father, or the native practitioner dispenses his empiricism to the two or three pupils that generally reside with him. An attempt is being made to establish a school at Nagasaki in connection with the hospital there, but it is likely to fail from the fact that Dutch is the only foreign language allowed to be used. Physicians carry a couple of swords, and especial respect is paid to their opinions, though they are generally paid for medicine alone ; and as may be imagined the latter is ample and bulky. Sometimes, however, a special honorarium is given to the doctor at the close of the treatment of a case. Very little is known of anatomy. There are native names for veins, nerves, lymphatics, and the principal anatomical structures, but topographical anatomy is entirely unknown, since dissection is not permitted. The Japanese are quite in the dark with regard to physiology. The liver they imagine to be the seat of courage. The doctor feels the pulse, at both wrists at the same time, in the belief that there is a heart on either side of the body. There are a few works on tumours in Japan, the contents of which have been dictated by fancy or the traditional accounts of disease. Foreign medicines, nevertheless are in use nowa-days, iodide of potassium, Hoffman's anodyne, quinine, henbane, and phosphoric acid amongst others. These having been introduced into the country by the Dutch, who were likewise successful in importing the practice of vaccination some 35 years ago, which, however, is very loosely followed notwithstanding small-pox everywhere prevails. The Japanese have no conception of such a thing as preventive sanitation. Skin diseases are propagated largely in the public baths. Midwives are the ordinary accoucheurs, but seek the aid of the native practitioner in cases of difficulty. Operative surgery is wholly unknown ; fractures are treated by leeches and plasters. Crutches and slings are unheard of, but the moxa, bleedings, shampooing, and acupuncture are freely employed. It can be readily understood after this sketch what an alarming amount of life must be sacrificed in Japan to the prevailing ignorance of the first principles of the healing art. Tooth-drawing is an exquisitely torturing operation. The tooth is first loosened with a mallet and a short stick and then extracted with the fingers. Pieces of the jaw often comes away attached to the tooth, a circumstance we are not disposed to gainsay.

THE FRENCH OAKS DAY.

CHANTILLY, MAY 16.

THE first day of our season here has come and gone, and is "scratched" from the calendar by authority of Father Time. Our Oaks come off before our Derby which is of course, as ludicrous to an Englishman as was the sight of the French Foot Guards in blue to the English footman in "Zeluco," who asserted that blue regimentals were fit only for the Horse Guards. Still, "ladies first" is the polite judgment of Paris ; and so here we lose our money on the fillies, and, perhaps, win it all back on the colts. The French Oaks has never, in my time, been a race of great interest, except when Fille de l'Air so suddenly recovered her form and galloped—no, cantered—away from her field. This year I should say that the thirteen remaining in were a dozen and one very second-rate animals. We have none of the fun of the Oaks day here. We cannot even go down in a coach—it is thirty miles of paved road. One lunatic did, indeed, propose posting, but his friends interfered, ordered a straitwaistcoat, and he is now in a padded cell. Getting down to Chantilly is, not to put too fine a point on it, the very deuce. Your servants always call you late, and you have to hurry to the train, which is crammed full. The lady of your aversion and the only two men you wish to avoid are sure to be in the same carriage with you. They smoke cigars of the country, shut the windows if it is hot, and open them if it rains. You lose your breakfast, and have to feed yourself at the Tribune, where a cold chicken costs ten shillings, and if you speak to the waiter you are charged a franc a word. But once get out of the train into the forest, and then you do see a lovely scene, I admit ; and the course, the stands, the races, and the company are equal to Goodwood in the good old times when George Bentinck was king. At this season the wood is carpeted with lilies of the valley ; and indeed I might say that "all, save the presence of man"—as represented by every horror of lame, halt, and blind beggardom—"is divine." The forest itself, too, is in perfect review order, and the last four miles are as pretty as any ride on any line I know. The Oaks, though dedicated to the chaste Diana, does not attract so many nymphs as the Derby ; but then that select chorus usually makes up for its quantity by its quality. I wonder what Diana would have said to the price paid or owed to Worth, the dressmaker of the empress, for the body and "ideas" for the head worn here to-day. "Oh," says some wretched husband, "Oh for those days of leaves and innocence." I have seen more people at the Oaks, but I do not think I have ever seen so many well dressed, and carrying out the "first duty of woman"—beauty to the eyes. There was one lady with a moss roses on her head—I will not call it a bonnet—who was as pretty as Greuze. Before the races begin it is well to visit Chantilly itself. You can get breakfast at the Grand Cerf, and may also, perhaps, see some of the stables. As you enter the stand you are sure to meet venerable friends, men who "knew your father," who remember "the good old times," when "there were not all these confounded people," and when the Grand Stand was a green thing on which to post to the post. These *auditors temporis acti* are everywhere, and are, I think, usually right. We were favoured by the weather to-day ; that is, it only rained once, and that at a particularly inconvenient moment. It was hot, and still no glare—just what a race day should be. We have no lunch, no Badminton, no Cup here ; we only race and so I must come to the actual business. I premise by saying that it was an uninteresting Oaks day. The Duc Lagrange stable had frightened the ogre and overwhelmed Trompette, and only 8 starters came to the post out of 71 entries. The added money of the day was over £1,000, the gross value of the stakes £2,239, for which there were 159 horses entered and 46 starters. The other races require no notice. They were the confirmation, to those who have watched the races in the Bois, of established facts. The Oaks was the mid sensation of the day. The winner, by chance, was the first filly which came under my notice. I was with a good judge, and we, in our wisdom, settled that she was nervous, had a long waisting, and, though a nice-looking mare, was out of form. She had been beaten once, and won once, this season, both times deceiving her stable, which, I may add, is that new combination of MM. Daru, Staub, and Co., which I have before mentioned. For a wonder we got a good start —M. Aumont's horses rushed to the front and made the pace a "cracker." It was good, but rather hard going, and that was in favour of quick ones with sound feet. These rushed in front by the Duc de Jeans stables, and kept up the merry little game. Here Trompette, with whom the Lagrange stable would have won if it could have done so, came down on her head and their luck, and was at once out of the business. As they drew on, Cerdagne, who has cost his owner a hatful of money, showed in front, and looked like a winner. Belle Etoille here was eclipsed ; Nation, too, lost her nationality. After coming round the turn it was evident that all was over—the Lagrange chance for once out—and, amidst a very mild excitement, Périptie, ridden by Peppler, won, as I think, easily, but I am told only by a length. I shall now give you the official return list. Prix de la Reine Blanche, 2,000f, for horses of three years and upwards ; entrée 50f ; each horse may be claimed for 3,000f ; distance one mile and three furlongs ; value £236 ; 16 starters—Capitain Robert's Discrete, first ; Comte Oscar's La Comté, second ; Camille Leclercq's Horace Vernet, third. 2 to 1 against Colère, 4 to 1 against Diane, and Gilles de Retz. Prix du Cros Chêne, 2,000f, for horses of three years and upwards ; entrée 100f ; distance about four furlongs ; value £114 ; eight starters—M. Delâtre's Turco, first ; Major Frindoln's Gitano, second. Even on the winner, who won easy ; 3 to 1 against Ara (much fancied), 5 to 1 against Fida. Prix des Ecuries (handicap), 6,000f, for horses of three years and upwards ; entrée 100f ; forfeit 75f, or 50f if declared 14th May ; 500f to the second ; distance one mile and four furlongs ; value £345 ; twelve starters—M. Delamarre's Clotho, first ; Comte de Lagrange's Matelot, second ; M. Delâter's Dutch Skater, third. 5 to 2 against Sacripant, 5 to 1 against Clotho, 5 to 1 against Dutch Skater, 10 to 1 against Monarque. Prix de Diane, 15,000f, for three-year-old mares ; entrée 500f ; forfeit 300f, or 250f if declared 13th of May ; 1,000f to the second ; distance about one mile and two furlongs ; value £1,400 ; eight starters—M. A Staub's Périptie, first ; M. Delâtre's Cerdagne, second ; Comte de Lagrange's L'Oise, third. 6 to 4 against L'Oise, 2 to 1 against Trompette, 10 to 1 against the winner, and 4 to 1 against Cerdagne. Prix d'Agrément 3,000f, for horses of three years and upwards ; entrée 100f, half forfeit ; distance one mile and two furlongs ; value £144 ; two starters—M. Aumont's Mdlle. de Fligny won, beating Comte de Lagrange's Lompra, reduced to a match. 6 to 4 against Mdlle. de Fligny, who won very easy at last ; and so the De Lagrange stable had a day without a win.—*Daily Telegraph.*

SCARCELY a month has elapsed since Fanny, younger daughter of the late Dr. Littlehales, banker of Winchester, was found dead in her bed-room, she having committed suicide by strangulation, whilst suffering from temporary insanity. Much sympathy was felt at the time for the family of the deceased, on account of the general esteem in which they are held, and from their long residence in the city. Great consternation was again caused on May 19 on the second known that a sister (Ann Littlehales) had also committed suicide. She was found in her bed-room with her head nearly severed from her body by some sharp instrument.—*Home Paper.*

THE police have made a remarkable discovery. A pieshop-keeper has constructed in his yard a building on the principle of an Esquimaux hut, but without doors or windows, entered at the top by a trap, and lighted with gas. *On dit* that the purpose of this extraordinary box is to provide a secure retreat for gamblers, who, introduced by means of a ladder into the apartment, and doubtless regaled with pies, may bet with impunity. The idea is not a bad one, nor would it be a bad notion to close the trap, attach the monster balloon to the box, and treat the clever gamesters, with their acute host, to a voyage *in nubibus*. By the way, is the pieman who has hit on this ingenious device in any way distantly related to the purveyor of mutton pies who is popularly supposed to have utilised the carcase of Running Rein for the good of the public ? There are evidently more things in connection with the pie trade than are dreamt of in our outside philosophy.—*Globe.*

PARISIAN GAIETIES—THE PRINCE AND PRINCESS OF WALES.

(MAY 9.)—The great social events of the week have been the arrivals in Paris—all at that "house of call" for kings, the Bristol of the Prince and Princess of Wales, and the Archduke Victor of Austria. The latter magnate went everywhere, and was as much due in the quadrille d'honneur of any ball-room or Madame Y—avec lui in the alcove on the stairs. As for their Royal Highnesses of England, they were, in fact, not here at all, and went only where they could not but go. The week was made famous by the two balls of the season. That phrase always reminds me of that "run of the season" which usually takes place in the shires on every alternate Wednesday between the 1st of November and the 15th of April. He in black and a white tie, who has had a good partner—the partner of his predilection—and has got on well, says, "*the* ball of the season" ; he who, in scarlet and top-boots, has "slipped" the field or "cut down" all his bosom friends—especially those who will drink his claret at dinner—and has "gone best" for forty minutes, swears it is the "run of the season." The Duchess of Hamilton and Madame de Pourtales divide between themselves, this year, the honour of having given the best balls. The Duchess introduced an innovation—fresh air ; Madame de Pourtales an English Prince and an Austrian Archduke. Both were great successes. Mabille, too, has opened its hospitable gates and would also have had another "greatest success" if it had not been like Beau Brummel in his pursuit of the language which they used to speak in this capital before the Anglo-American era, stopped by the elements. Mabille is truly Arcadian on a hot night, and there is an *abandon* in the dancing and an ease in the social relations not always to be met with even in the best society. It is not what it was, but then what is ? Is almack's—if it exist—still the same as when the singular announcement met the eye of the happy possessor of the ten-shilling ticket which entitled him to three hours' dancing and unlimited tea, "No gentleman can be admitted without breeches" ? No ; times change, and we are changed by them, as I think Gome one remarked before. The Concerts des Champs Elysées are also open as. They, too, depend on weather ; and the only time I have been there I felt like one who trod alone some banquet hall deserted by all but about twenty natives, who had "entrance gratis" stamped on them by nature, and fifty tourists who were evidently indulging in dissipation in Paris before going to rough it, say, at Berne or Basle. When it is hot, and he balls are all over, then Fashion in Paris comes there, and has a music-worth ; round and round grind the people, the dust rises as in African deserts, the voices of charmers who charm not at all wisely are heard even above the drums, and all is delightful. To be sure, you do not hear the music, and you went to listen to a concert ; however. as the Zoological Gardens were once said to be spoiled by the beasts, so, perhaps, an openair concert is murdered by its music. But I must not forget to tell you what was said outside the hotel of Madame de Pourtales. The Austrian Ambassadress had just driven in, and the Archduke was in the gateway ; a line of carriages surrounded the Madeleine ; a crowd of the golden youth had abandoned their broughams and were absolutely walking in order the sooner to reach the enchanted scene ; the air was loaded with the perfumes of flowers—never were so many at a ball—and in the open music. A respectable couple paused just opposite the Hotel Pourtales, leanings, indeed, against the shutters of the shop in which John Chinaman, with a spurious pigtail, sells Chinese goods made at Birmingham, and the husband said, "Yes, my dear, I told you so ; they are everywhere now—evidently an election meeting" (*une reunion electorale.*) I change the subject suddenly, but still not so wildly as you may imagine. One good ball recalls the memory of another, and the theme brings to my mind the Duke of Hamilton. While on his recent yachting expedition, the Duke touched at Caprera, where he was warmly welcomed by General Garibaldi. The Duke thought him looking ill and old. Garibaldi denied that he was the former. *Apropos* of people's being ill and old, there is a story in circulation here now of Baron Zero, a very rich Greek gentleman, who does not think that the true pleasure of having money is to spend it on some one else, and of Dr. L——, the celebrated oculist. The Baron went stone blind with cataract, and stipulated to give £1,500 for a perfect cure. The operation was half performed, when the careful banker found, like the Tory Ministry years ago, that "one was enough." "Thank you, Doctor, I can see with this one as much as I wish ; and my secretary will pay you £750." This same careful Baron was, under pressure, also a poet. A friend once wrote him a letter in verse, the refrain of which was "Lend me money," to which he replied :

Prêter de l'argent—Dieu m'en garde !
Les temps sont durs, les fonds sont bas ;
De meme que la vieille garde :
L'argent prêté ne se rend pas.

(May 11.)—Their Royal Highnesses the Prince and Princess of Wales remained, as was hoped, for the last private ball to be given by the Empress this season. It was an early party, the Emperor and Empress, with their Royal guests, entering the ball-room before ten o'clock, and the cotillon ending before half-past one. If there was a select supper in a small salon after that, it is an affair which rests on the consciences and the digestions of those only who assisted at it. It was a very small ball, and certainly the prettiest given here this season. The ball-room was a mass of bright flowers, moderator lamps, and evergreens which formed the sort of transparent screen that divided the long gallery where supper was laid, and whence, judging by the *consommation*, I should not like to ride a steeple-chase. The cotillon was the *quadrille d'honneur* was very select—the Princess Clotilde and the Prince of Wales, the Princess of Wales and Prince Joachim Murat. The Princess of Wales created a perfect furore, and seemed to have entirely recovered from the fatigue of her late tour. Both their Royal Highnesses danced a great deal, the Prince leading off the cotillon with Madame de Pourtales. One ball is so like another that there is little more to be said. There were the usual splendid flowers ; the rooms were lighted and the women dressed as they are in Paris only ; there were the usual Cent Gardes standing at attention, and looking so like statues that they deceived at least one person, for when my friend Cornet Crasher, who had his *bâton* in his knapsack—or, at least, his batman had—and would shortly have been a General, only he sold out and retired on diplomacy, was coming downstairs, he saw a lady, who had a most attentive gentleman near her, almost reclining against one of these blue and gentle giants. I was waiting below, and saw a third actor on the scene. "Come on, Leonie," said he aloud—*sotto voce*, "How slow, and what a bore she is!" "Coming, love," said the lady. Now a bore she might be, but I confess I do not think she was slow. The Princesses Matilde and Clotilde were present, and all the upper two hundred of Paris, most of the Ambassadors, Prince Hussein—the son of the Viceroy of Egypt—who, if he keep up the pace at which he starts in the race of social *Gra-los*, is for the Americans, I really believe they exceeded the French in number ; and then comes the usual curious comment on the present English colony in Paris. Including their Royal Highnesses, the English Ambassador, Lord Carington, Messrs. O. Montagu, H. Wodehouse, Saumarez, Sartoris, De Burgh—Honorary Chamberlain to the Emperor—and his son, Mr. Francis de Burgh, and Mr. and Mrs. Gould, you would make up only twelve English in the room. *Eh bien*, it was a good ball—plenty of dancing to capital music for those who had youth and not too tight breeches—for those *culottes courtes* are the deuce and all if they don't fit—and plenty of supper for those who had still coats to their stomachs ; and we shall not be asked again till next spring. The dancing season, deeply regretted by many who sat up with it to the last, expired at two this morning. Peace be to its ashes.

Their Royal Highnesses leave the Bristol this evening and will be in London to-morrow morning. Mr. J. J. Kanny, who is manager of the steamboats, trains, and hotels, and purveyor of comfort generally, is in command of the expedition. The Prince and Princess are without doubt the most popular potentates who have visited Paris in my time.

(May 12.)—Their Royal Highnesses the Prince and Princess of Wales left Paris for London last night. If I said they had left with a good deal of luggage, I should not be telling the truth. The number of valises, pour dire adieu, that poured into the Bristol during the last few hours of the Royal visit was a curiosity of politeness. Among the very latest were the Princess Metternich and M. Gustave Dore. The Prince and Princess had twice during the morning visited the studio of that distinguished artist without being fortunate enough to find him. The remarks of *Le Sport* about their Royal Highnesses and their suite are equally flattering and droll. I will not repeat the compliments paid to the Prince and Princess. Those who remember the Exhibition year will understand the popularity of the former ; and as for the Princess, has she not been seen ? *C'est assez.* I find, however, that Lord Carington and Lord Oliver Montagu are in the Life Guards, and at the review wore the uniform of that regiment. Lord Carington is simply perfect ; while the Colonel and the whole regiment to which "Lord Oliver" belongs must be flattered to know that he is, in the opinion of one of the best judges in Paris, "in dress, in manner, in air, the most perfect personification of the English aristocracy." They are very odd, these Paris papers ; but I confess that, if we had a good many more English visitors of the stamp of the "lords" quoted by the *Sport*, society would be pleasanter and the reputation of the English higher. But, before leaving the *Sport*, I must make another extract. The Marquis of Hertford, as you know, is less in Paris, and once—on this point I quote the *Sport*—served in the 10th Hussars—"le 10e regiment de Hussards, le plus brillant de l'armée Anglaise." Lord Hertford had been for some days confined to his bed at the Bagatelle, but was determined to see the review from his window—indeed, from his pillow. And he was right. If I had a Bagatelle, and a review were to take place before my window I should stay in bed to see it, and then say "I have not lost a day"—indeed, I should almost say I had found a night, and got some repose to the good. But this undress inspection was followed by serious consequences. "My Lord could not master his emotion, and burst into tears at the sight of the uniform which was associated in his memory with the happiest and most radiant hours of youth." I question if the "happiest" hours of the British Cornet are not passed in *mufti*. But let that pass. By the way, one of your evening contemporaries sent the Princess of Wales to the review in colours the exact reverse of those which she wore and looked so well in, and ordered his Royal Highness to parade in the full uniform of a general officer. When you describe details, it is not a bad plan to be on the spot. But I find I have not exhausted my elegant extracts from the Paris papers ; for I read in one that Mrs. Gladstone, after "a recent accident which went near to being fatal to the Prime Minister and his family," uttered these "Spartan words" "I never thought of William ; I never thought of myself ; I never even thought of my children. I only thought, What on earth will become of the Bill relating to the Irish Church !" To-morrow is the birthday of the King Consort of Spain. The Emperor and Empress will pay a visit to the Hotel Vasilefski on the occasion.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON.

634 Foam, Nankivell—Bell, Ventz & Lucius.
1169 Pride of the Ocean, Duke—Blackwell & Co.

FOR LONDON VIA HAVRE.

1171 Pembroke Castle, Ogilvie—W. Nicol & Co.

FOR LIVERPOOL.

1170 Annie Royden—Remington & Co.
1151 Corra Linn, Lamont—M. Nusserwanjee.
5 2 Falcon, Mowlem—Finlay, Scott & Co.
1165 Gatineau, Cumming—Ritchie, Steuart & Co.
1284 Jeannie Douglas, Hollywood—Stenhouse&Co.
1175 Millwall, Smith—Stenhouse & Co.
1369 Orifiamme, Dougall—Ritchie, Steuart & Co.
1088 Peckforton Castle, Guthrie—Gouland & Co.
1160 Royal Alice, Pope—Owen & Okell.
1203 Sapphire, Lei